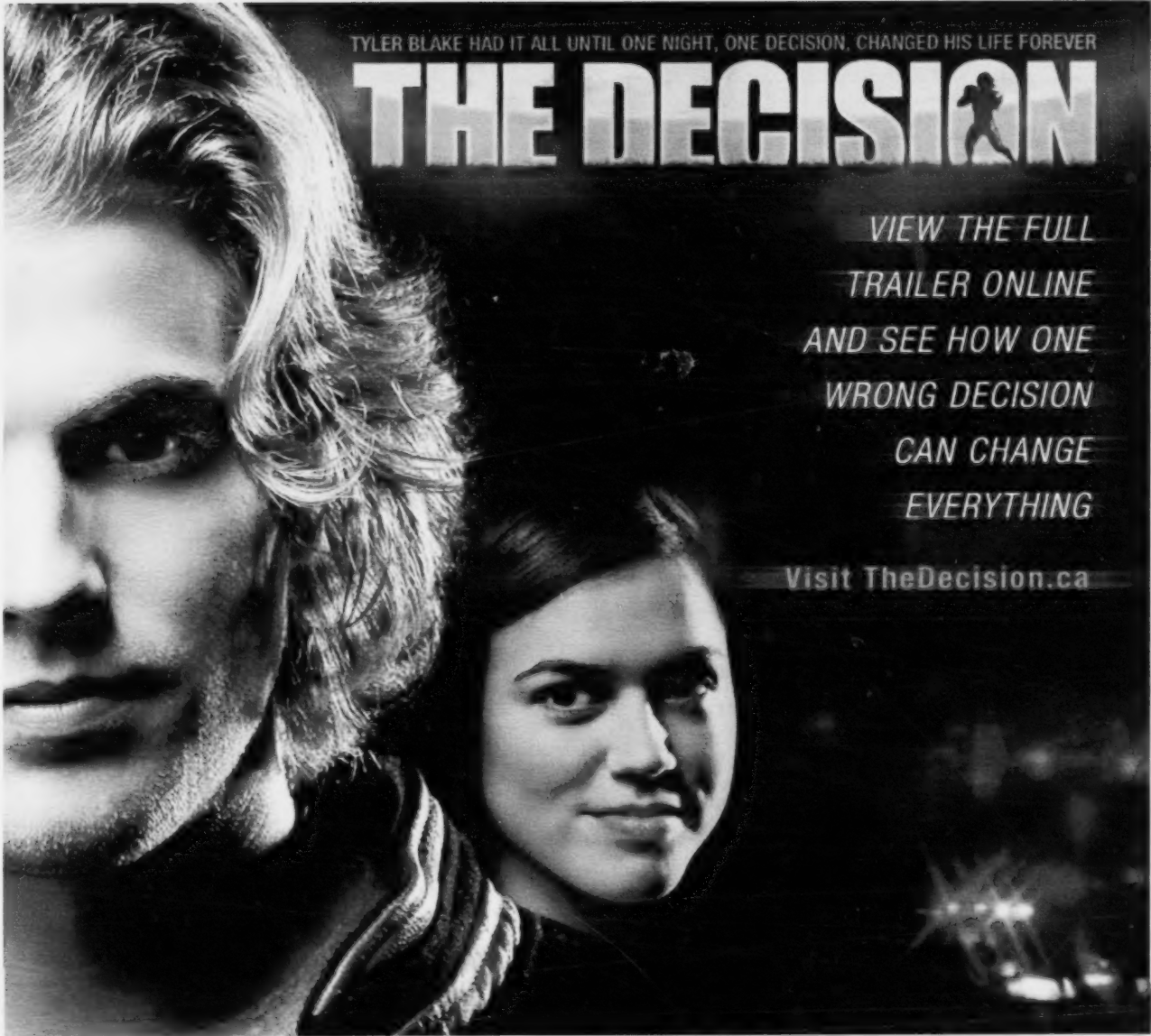


SGI

2010 Saskatchewan Traffic Accident Facts



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2010 QUICK FACTS

(2010 compared to 2009)

	2009	2010	% CHANGE
Property Damage Only Collisions	25,431	23,910	-6.0
Personal Injury Collisions	5,045	4,743	-6.0
Fatal Collisions	129	145	12.4
Total Reported Collisions	30,605	28,798	-5.9
-----	-----	-----	-----
Number of Deaths	153	167	9.2
Number of Injuries	6,882	6,518	-5.3
-----	-----	-----	-----
Provincial Highway Collisions	6,923	7,008	1.2
Rural Road Collisions	2,950	2,579	-12.6
Urban Street Collisions	19,898	18,347	-7.8
Other Locations	834	864	3.6
-----	-----	-----	-----
Registered Vehicles	841,022	848,341	0.9
Licensed Vehicle Operators	716,258	721,809	0.8
Saskatchewan Population	1,029,124	1,049,701	2.0
-----	-----	-----	-----
Collisions Per 100 Licensed Operators	4.27	3.99	-6.6
Collisions Per 100 Registered Vehicles	3.64	3.39	-6.7
Collisions Per 100 Population	2.97	2.74	-7.7
-----	-----	-----	-----
Casualty Collisions Per 100 Licensed Operators	0.72	0.68	-6.3
Casualty Collisions Per 100 Registered Vehicles	0.62	0.58	-6.3
Casualty Collisions Per 100 Population	0.50	0.47	-7.4

Disclaimer:

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed \$5,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

front cover: The Decision

"The Decision," was our award-winning, two-part movie-trailer style ad campaign to engage youth in the issue of impaired driving. The first trailer was released in November 2010, and asked young people to submit possible outcomes for the cliff-hanger ending to be entered in a contest. In April 2011 we revealed four contest winners and the second trailer showing a possible outcome to the story. The youth-friendly campaign had its own website and was featured on social media, television, radio and in movie theatres across Saskatchewan.

More than 3,500 youth entered the contest, and it was viewed more than 69 million times online across Canada and in 35 other countries.

back cover: Booster Bear

This past year we added a bright, friendly character to child car seat awareness by introducing Booster Bear. The animated bear stars in a new child-focused television ad where he demonstrates the weight requirements for a booster seat and encourages parents and children to use them.



Executive Offices

2260 - 11th Avenue
Regina, SK
CANADA S4P 0J9

Tel: 306-751-1200
Fax: 306-525-6040
www.sgi.sk.ca

Letter of Transmittal

March 2012

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2010.

SGI's Traffic Accident Information System (TAIS), our database on motor vehicle collisions, is the source from which we base this report.

It takes the team effort and commitment of law enforcement officers throughout Saskatchewan, and SGI's team of claims adjusters to make this publication possible.

Their complete, consistent and reliable reporting of motor vehicle crashes greatly enhances the integrity of this report.

They know first-hand that too many people continue to be injured and lose their lives on our province's roads as a result of traffic collisions. They see the impact of traffic crashes on a daily basis.

This report will assist you in making informed decisions about road safety moving forward.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

A handwritten signature in black ink, appearing to read "George Eguakun", with a stylized flourish at the end.

George Eguakun
Manager Traffic Safety Program Evaluation
Traffic Safety Program Evaluation

2010 Summary

The number of fatal collisions increased 12% over the past year, from 129 in 2009 to 145 in 2010.

The number of personal injury collisions decreased 6% over the past year, from 5,045 in 2009 to 4,743 in 2010.

The highest number of fatal collisions occurred in November and October, while the highest number of injury collisions occurred in October.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour from 4 to 6 p.m.

Collision rates were highest among drivers between the ages of 16 and 25.

Driver inattention/distraction, inexperience/confusion and alcohol impairment were the most frequently identified human condition factors contributing to casualty collisions in Saskatchewan in 2010.

Thirty per cent of fatal collisions and 59% of personal injury collisions occurred at intersections.

Collision rates (per million vehicle km) on rural roads are 1.6 times higher than on provincial highways.

Twenty-seven per cent of pedestrians killed in traffic collisions in 2010 had consumed alcohol prior to the collisions.

Forty-three per cent of fatal collisions and 9.5% of injury collisions involved a drinking driver.

Vehicle occupants who did not buckle up were 10 times more likely to be killed than those who wore a seatbelt.



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Regina Commercial Claims
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Regina East Claims
775-6000

Regina Injury South
751-1860

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Swift Current Claims
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Tisdale Claims
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Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury or death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This was a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan were to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of law enforcement and SGI staff who investigate, report and record the information on TAIS.

Contents

		Page
	Quick Facts – Inside Front Cover	
Section 1	Historical Trends	1
Figure 1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
1.3	Trends in Collision Rates for Provincial Highways and Rural Roads	4
1.4	Trends in Total Victims by Road System	4
1.5	Trends in Property Damage Only Collisions	5
1.6	Trends in Personal Injury Collisions	5
1.7	Trends in Fatal Collisions	6
1.8	Trends in All Reported Collisions	6
Table 1.1	Property Damage Only Collisions by Month and Year	7
1.2	Total Injuries by Month and Year	7
1.3	Total Deaths by Month and Year	8
1.4	Total Collisions by Month and Year	8
Section 2	Time of Occurrence	9
Figure 2.1	Persons Injured by Month of Occurrence	11
2.2	Persons Killed by Month of Occurrence	11
2.3	Total Collisions by Month of Occurrence	11
2.4	Provincial Highway Collisions and Travel by Time of Day	12
2.5	Provincial Highway Collisions and Travel by Day of Week	12
Table 2.1	Collisions and Victims by Month of Occurrence	11
2.2	Collisions During 2010 Holiday Periods	11
2.3	Collisions on All Roads by Time of Day and Day of Week	12
Section 3	Major Contributing Factors	13
Figure 3.1	Major Contributing Factors by Collision Severity	16
3.2	Major Contributing Factors in Collisions by Road System	19
Table 3.1	Top 10 Contributing Factors in Fatal Collisions During 2010	14
3.2	All Major Contributing Factors in 2010 Fatal Collisions	15
3.3	Count of Human Condition Factors by Severity of Collision	16
3.4	Count of Human Action Factors by Severity of Collision	16
3.5	Count of Vehicle Condition Factors by Severity of Collision	17
3.6	Count of Environmental Condition Factors by Severity of Collision	17
3.7	Count of Human Condition Factors by Road System	18
3.8	Count of Human Action Factors by Road System	18
3.9	Count of Vehicle Condition Factors by Road System	18
3.10	Count of Environmental Condition Factors by Road System	19
Section 4	Environmental Factors	21
Figure 4.1	Collisions by Road Surface Condition	23
4.2	Collisions by Light Condition	23
4.3	Collisions by Weather Condition	23
Table 4.1	Collisions by Road Surface Condition and Severity	23
4.2	Collisions by Light Condition and Severity	23
4.3	Collisions by Weather Condition and Severity	23
4.4	Intersection-Related Collisions by Severity	24
4.5	Non Intersection-Related Collisions by Severity	24
4.6	Collisions by Configuration and Severity	25
4.7	Collisions by Configuration and Road System	25

	4.8	Vehicles in Collisions by Roadway Alignment and Severity	26
	4.9	Collision Events by Severity of Collision	26
	4.10	Collision Events by Road System	27
	4.11	Vehicles in Collisions by Road Characteristics and Severity	27
Section 5		Driver Factors	29
Figure	5.1	Drivers in Collisions and Relative Risk by Driver Age	31
	5.2	Convictions and Collisions by Age Group	40
Table	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	31
	5.2	Licensed Drivers by Age, Gender and Year	33
	5.3	Drivers in Collisions by Age, Gender and Year	34
	5.4	Drivers in Collisions by Age, Collision Severity and Year	34
	5.5	Number of Charges Resulting from Collisions by Severity of Collision	35
	5.6	Number of Occurrences of Human Action by Age	35
	5.7	Number of Charges Resulting from Collisions by Age	36
	5.8	Number of Occurrences of Human Condition by Age	36
	5.9	Number of Drivers Involved in Collisions by Licence Class and Age	37
	5.10	Number of Drivers Involved in Collisions by Year and Age	37
	5.11	Convictions – 2005 to 2010	38
	5.12	Criminal Code Convictions – 2005 to 2010	39
	5.13	Convictions, Licensed Drivers and Drivers in Collisions by Age	40
Section 6		Vehicle Factors	41
Table	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	43
	6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	43
	6.3	Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	44
	6.4	Number of Vehicles by Pre-Collision Vehicle Action and Severity	44
	6.5	Collisions Involving Dangerous Goods	45
	6.6	Truck Collisions by Year	45
	6.7	Trucks Involved in Collisions by Truck Type	45
	6.8	Motorcycle/Moped/Power Cycle Collisions by Year	46
	6.9	Vehicle Registrations (Insured Year)	46
Section 7		Victims and Safety Restraints	47
Figure	7.1	Fatal Classification	49
	7.2	Injury Classification	49
	7.3	Severity of Injury by Safety Restraints Use	51
Table	7.1	Victims Injured by Road User Class and Age Group	50
	7.2	Victims Killed by Road User Class and Age Group	50
	7.3	Victims Injured or Killed by Road User Class and Gender	50
	7.4	Vehicle Occupants by Injury Class and Safety Restraints Used	51
	7.5	Vehicle Occupants by Injury Class and Age Group	52
	7.6	Definitions – Injury Classifications and Vehicle Occupants	52
Section 8		Fatal Collisions	53
Table	8.1	2010 Fatal Collision Summary	55
	8.2	2010 Listing of Fatal Collisions	57
Section 9		Pedestrians	65
Table	9.1	Pedestrians Injured or Killed by Age Group	67
	9.2	Pedestrians Injured or Killed by Action and Age Group	67

Contents

9.5	Pedestrians Injured or Killed by Month	68
Section 10	Alcohol	69
Figure 10.1a	Total Collisions Involving Alcohol by Year	71
10.1b	Total Injury Collisions Involving Alcohol by Year	72
10.1c	Total Fatal Collisions Involving Alcohol by Year	72
10.2a	Per cent of Total Collisions Involving Alcohol by Year	73
10.2b	Per cent of Total Injury Collisions Involving Alcohol by Year	74
10.2c	Per cent of Total Fatal Collisions Involving Alcohol by Year	74
10.3	Alcohol-Involved Collisions by Month	75
10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	76
10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	77
10.6	Collisions Involving Drinking Drivers by Day of Week	78
10.7	Collisions Involving Drinking Drivers by Time of Day	78
10.8	2010 Drinking Drivers by Driver Age	80
10.9	Injury Class by Alcohol Involvement	80
Table 10.1	Number of Collisions and Victims Involving Alcohol by Year	71
10.2	Per cent of Collisions and Victims Involving Alcohol by Year	73
10.3	Alcohol-Involved Collisions by Month and Year	75
10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	76
10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	77
10.6	Collisions Involving a Drinking Driver	79
10.7	Collisions Involving Pedestrians or Bicyclists That Had Been Drinking	79
10.8	Injury Classification of Vehicle Occupants by Alcohol Involvement	80
10.9	2010 Drinking Drivers by Gender and Severity of Collision	81
10.10	Drinking Drivers in Collisions by Gender by Year	82
10.11	Drinking Drivers in Collisions by Collision Severity by Year	82
Section 11	Traffic Collision Statistics	83
Figure 11.1	Traffic Collision Rate Map by Rural Municipality	119
Table 11.1	2010 Traffic Collision Statistics by Highway Control Section	85
11.2	2010 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	104
11.3	2010 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	105
11.4	2010 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	105
11.5	Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	105
11.6	Traffic Collision Statistics by Intersection – Three Cities	106
11.7	2010 Traffic Collision Statistics in Urban Communities with a Population Between 250 and 5,000	107
11.8	2010 Traffic Collision Statistics by Rural Municipality	112
Section 12	Other Provinces	121
Figure 12.1	2009 Casualty Rates per Billion Vehicle Kilometres	123
Table 12.1	Total Collisions and Casualties in Canada	123
12.2	1999 - 2009/2010 Seatbelt Use in Canada by Province/Territory	123
12.3	List of Provincial Contacts	124
Appendix		125
Section A 1.1	Collision History on Provincial Highways	126
A 1.2	Collision History on Urban Streets	127

A 1.3	Collision History on Rural Roads	128
A 1.4	Collision History on Other Roads	129
A 1.5	Collision History on Rural and Other Roads Combined	130
A 1.6	Collision History on All Provincial Roads	131
A 1.7	Collision History Rates – All Provincial Roads	132
A 2	Fatal Accident Location Map - Rural Provincial Highways	133
A 3	Saskatchewan Motor Vehicle Accident (MVA) Report Form	134
A 4.1	Saskatchewan MVA Report Form Template – Front	135
A 4.2	Saskatchewan MVA Report Form Template – Back	136
Glossary		137

Historical Trends

Contents:

		Page
Figure	1.1 Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2 Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3 Trends in Collision Rates for Provincial Highways and Rural Roads	4
	1.4 Trends in Total Victims by Road System	4
	1.5 Trends in Property Damage Only Collisions	5
	1.6 Trends in Personal Injury Collisions	5
	1.7 Trends in Fatal Collisions	6
	1.8 Trends in All Reported Collisions	6
Table	1.1 Property Damage Only Collisions by Month and Year	7
	1.2 Total Injuries by Month and Year	7
	1.3 Total Deaths by Month and Year	8
	1.4 Total Collisions by Month and Year	8

Historical Trends

This section illustrates the 23-year history of collisions, victims, licensed drivers and vehicles in Saskatchewan.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only (PDO) collisions during the years 1984, 1993 and 2010. The continued reduction in police resources available for traffic enforcement also had an effect on the number of PDO collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined on Aug. 1, 2002, so that only collisions involving bodily injury, death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported to police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues. This change resulted in a 49.5% increase in the number of PDO collisions captured by TAIS from 2003 to date as compared to the previous three-year average.

Effective Jan. 1, 2010, the damage threshold for recording PDO collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a 40-50% decrease of PDO collisions entered into TAIS. See the disclaimer on the back of the front cover.

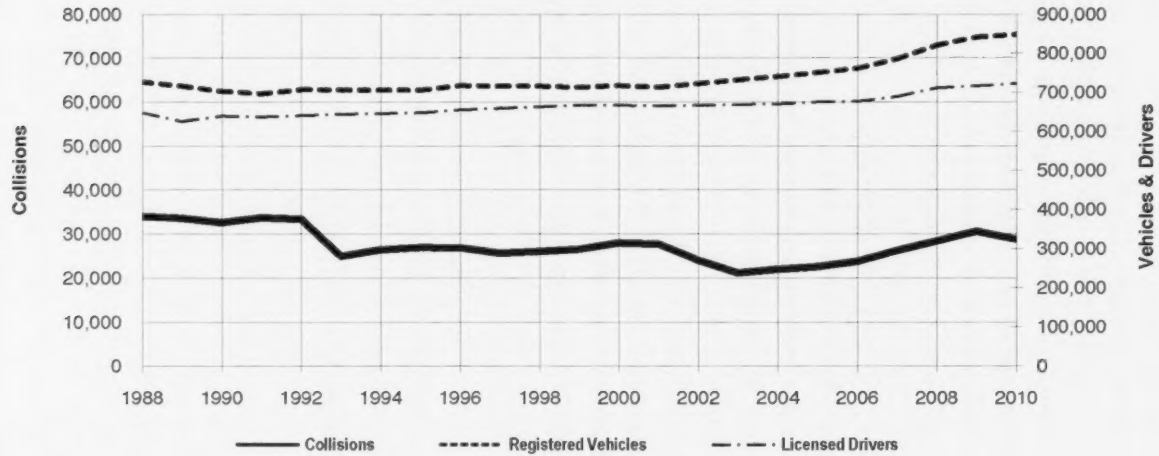
Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1983. Fatal crashes peaked in 1986, while injury crashes peaked in 1987. The five-year averages for fatal and injury crashes are now 131 and 5,006 respectively, compared to 191 and 5,769 between 1983 and 1987. All collisions showed an upward trend from 2002 due to the change in reporting threshold. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions can be found in Appendices A1.1 to A4.2.

Historical Trends – SECTION 1

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



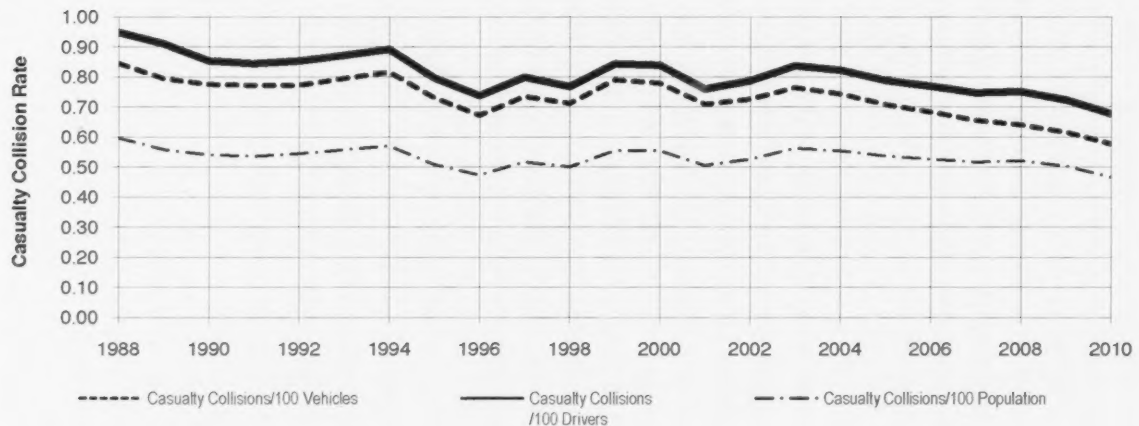
Three-Year Summary

	2008	2009	2010	% Change
Registered Vehicles	820,504	841,022	848,341	0.87
Licensed Drivers	711,323	716,258	721,809	0.78
Total Collisions	28,399	30,605	28,798	-5.90

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



Three-Year Summary

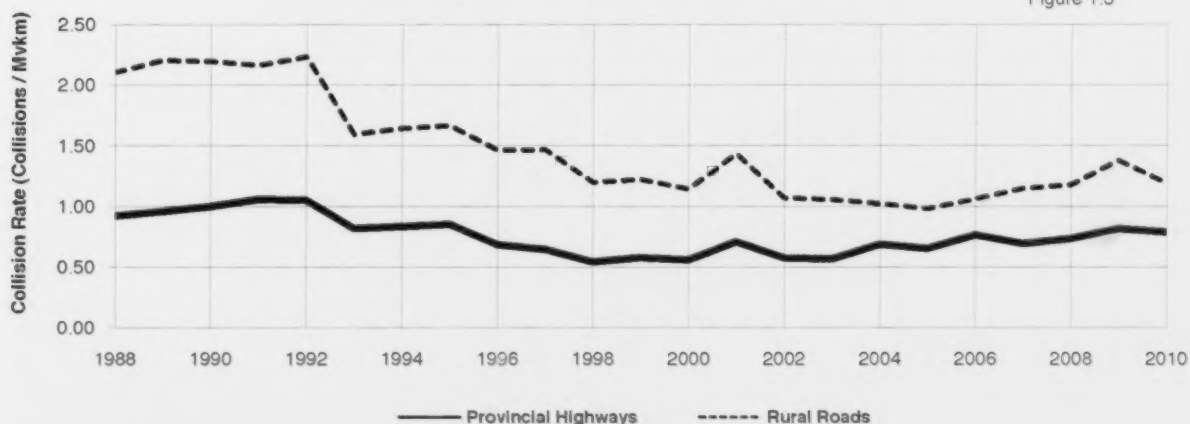
	2008	2009	2010	% Change
Casualty Collisions / 100 Registered Vehicles	0.64	0.62	0.58	-6.34
Casualty Collisions / 100 Licensed Drivers	0.75	0.72	0.68	-6.26
Casualty Collisions / 100 Population	0.52	0.50	0.47	-7.38

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three-Year Summary By Road System

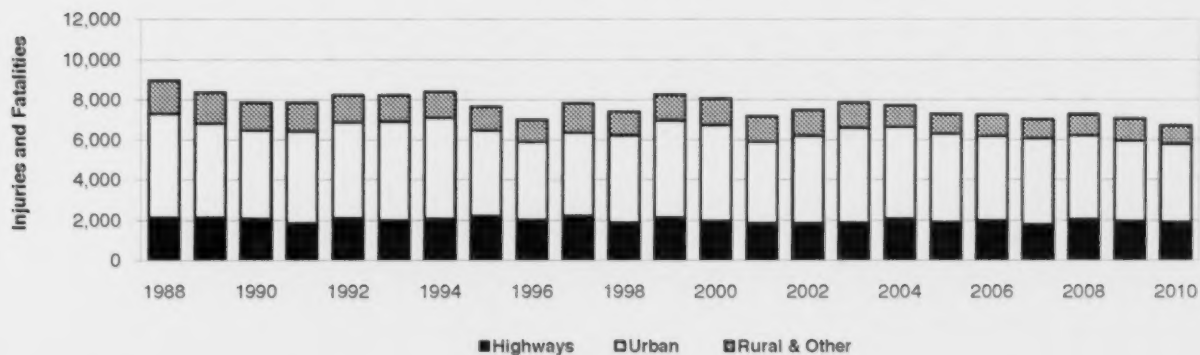
Collisions per Million Vehicle Kms

	2008	2009	2010	% Change
Provincial Highways	0.73	0.81	0.78	-2.47
Rural Roads	1.17	1.38	1.19	-11.85

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



Three-Year Summary by Road System

Personal Injuries

	2008	2009	2010	% Change
Provincial Highways	1,902	1,817	1,766	-2.81
Urban Streets	4,166	4,019	3,900	-2.96
Rural Roads	715	788	617	21.70
Other Roads	297	258	235	-8.91
Total Roads	7,080	6,882	6,518	-5.29

Fatalities

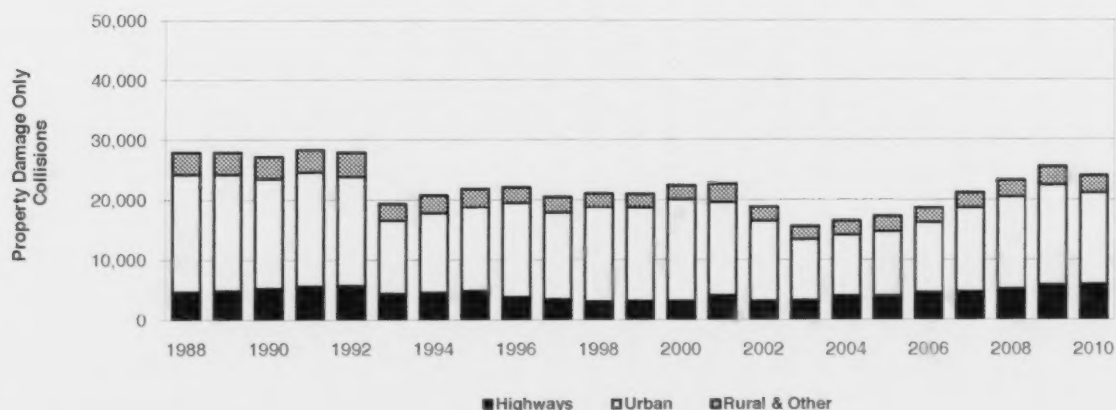
2008	2009	2010	% Change
99	97	96	-1.03
23	17	23	35.29
21	35	36	2.86
14	4	12	200.00
157	153	167	9.15

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Property Damage Only Collisions

Figure 1.5



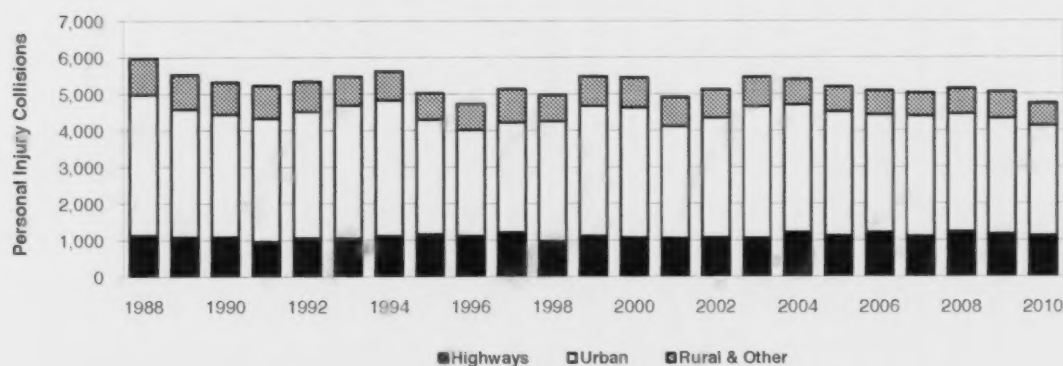
Three-Year Summary by Road System

	Property Damage Collisions			
	2008	2009	2010	% Change
Provincial Highways	5,015	5,676	5,815	2.45
Urban Streets	15,428	16,727	15,296	-8.56
Rural Roads	2,013	2,368	2,104	-11.15
Other Roads	666	660	695	5.30
Total Roads	23,122	25,431	23,910	-5.98

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three-Year Summary by Road System

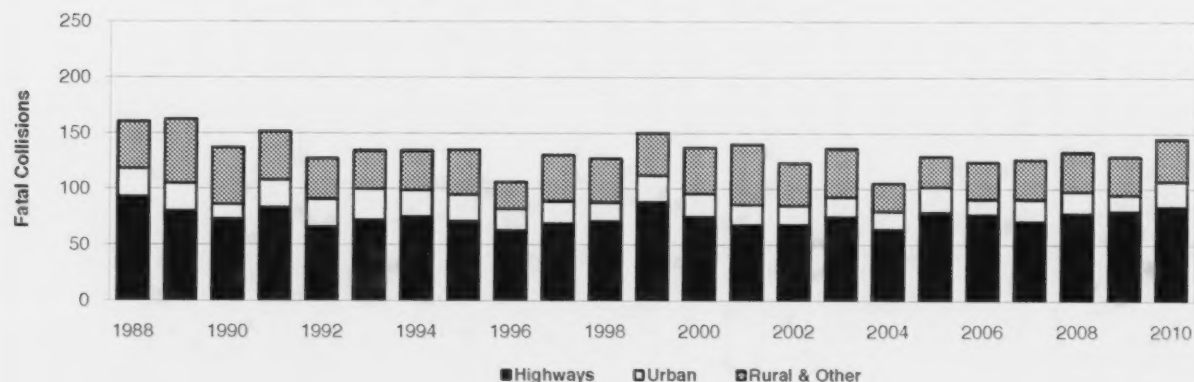
	Personal Injury Collisions			
	2008	2009	2010	% Change
Provincial Highways	1,223	1,167	1,109	-4.97
Urban Streets	3,239	3,156	3,028	-4.06
Rural Roads	500	552	449	-18.66
Other Roads	182	170	157	-7.65
Total Roads	5,144	5,045	4,743	-5.99

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Fatal Collisions

Figure 1.7



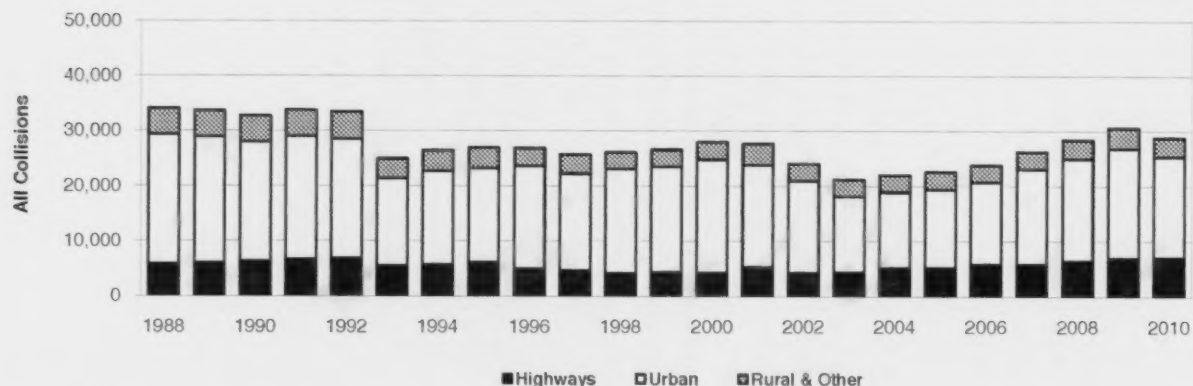
Three-Year Summary by Road System

	Fatal Collisions			
	2008	2009	2010	% Change
Provincial Highways	78	80	84	5.00
Urban Streets	20	15	23	53.33
Rural Roads	21	30	26	-13.33
Other Roads	14	4	12	200.00
Total Roads	133	129	145	12.40

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three-Year Summary by Road System

	All Collisions			
	2008	2009	2010	% Change
Provincial Highways	6,316	6,923	7,008	1.23
Urban Streets	18,687	19,898	18,347	-7.79
Rural Roads	2,534	2,950	2,579	-12.58
Other Roads	862	834	864	3.60
Total Roads	28,399	30,605	28,798	-5.90

See Appendix sections A1.1 to A1.7 for additional details

Historical Trends – SECTION 1

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change from 3yr Avg
January	1,967	1,691	2,133	2,180	3,030	2,447.7	2,236	-8.6
February	1,095	1,302	1,812	2,106	1,930	1,949.3	1,742	-10.6
March	1,409	1,870	1,796	1,519	2,124	1,813.0	1,609	-11.3
April	1,004	1,047	1,132	1,396	1,540	1,356.0	1,408	3.8
May	1,062	1,228	1,267	1,376	1,593	1,412.0	1,589	12.5
June	1,331	1,469	1,588	1,652	1,815	1,685.0	1,892	12.3
July	1,306	1,336	1,512	1,728	1,818	1,686.0	1,849	9.7
August	1,201	1,264	1,486	1,751	1,803	1,680.0	1,709	1.7
September	1,226	1,393	1,491	1,658	1,734	1,627.7	1,847	13.5
October	1,425	1,576	1,796	2,018	2,284	2,032.7	2,294	12.9
November	1,950	2,253	2,558	2,549	2,516	2,541.0	3,078	21.1
December	2,274	2,149	2,508	3,189	3,244	2,980.3	2,657	-10.8
Totals	17,250	18,578	21,079	23,122	25,431	23,210.7	23,910	3.0

Total Injuries by Month and Year

Table 1.2

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change from 3yr Avg
January	734	437	585	541	662	596.0	478	-19.8
February	378	472	528	530	420	492.7	394	-20.0
March	605	732	544	451	501	498.7	440	-11.8
April	447	472	478	487	417	460.7	478	3.8
May	497	551	539	532	601	557.3	531	-4.7
June	640	619	556	600	589	581.7	605	4.0
July	620	633	580	667	606	617.7	579	-6.3
August	644	667	607	678	598	627.7	550	-12.4
September	623	594	612	602	668	627.3	633	0.9
October	611	638	594	750	598	647.3	651	0.6
November	643	617	642	653	611	635.3	653	2.8
December	666	643	582	589	611	594.0	526	-11.4
Totals	7,108	7,075	6,847	7,080	6,882	6,936	6,518	-6.0

Historical Trends – SECTION 1

Total Deaths by Month and Year

Table 1.3

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change from 3yr Avg
January	3	9	1	8	10	6.3	10	57.9
February	4	8	3	6	5	4.7	8	71.4
March	5	10	10	9	12	10.3	6	-41.9
April	7	10	14	11	16	13.7	13	-4.9
May	16	16	16	13	11	13.3	10	-25.0
June	16	7	17	19	14	16.7	15	-10.0
July	17	13	15	13	10	12.7	22	73.7
August	17	14	16	21	19	18.7	4	-78.6
September	11	12	8	17	14	13.0	16	23.1
October	13	12	18	17	11	15.3	21	37.0
November	20	11	15	17	16	16.0	29	81.3
December	18	14	10	6	15	10.3	13	25.8
Totals	147	136	143	157	153	151.0	167	10.6

Total Collisions by Month and Year

Table 1.4

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change from 3yr Avg
January	2,534	2,027	2,602	2,604	3,524	2,910.0	2,604	-10.5
February	1,398	1,645	2,213	2,530	2,251	2,331.3	2,046	-12.2
March	1,875	2,408	2,223	1,859	2,520	2,200.7	1,933	-12.2
April	1,346	1,394	1,471	1,756	1,859	1,695.3	1,777	4.8
May	1,428	1,632	1,669	1,759	2,021	1,816.3	1,967	8.3
June	1,795	1,899	1,996	2,099	2,249	2,114.7	2,343	10.8
July	1,757	1,782	1,957	2,218	2,256	2,143.7	2,264	5.6
August	1,671	1,725	1,935	2,248	2,256	2,146.3	2,103	-2.0
September	1,695	1,857	1,958	2,108	2,235	2,100.3	2,301	9.6
October	1,875	2,033	2,218	2,533	2,733	2,494.7	2,819	13.0
November	2,428	2,734	3,045	3,039	2,983	3,022.3	3,580	18.5
December	2,761	2,640	2,939	3,646	3,718	3,434.3	3,061	-10.9
Totals	22,563	23,776	26,226	28,399	30,605	28,410.0	28,798	1.4

Time of Occurrence

Contents:

		Page
Figure	2.1 Persons Injured by Month of Occurrence	11
	2.2 Persons Killed by Month of Occurrence	11
	2.3 Total Collisions by Month of Occurrence	11
	2.4 Provincial Highway Collisions and Travel by Time of Day	12
	2.5 Provincial Highway Collisions and Travel by Day of Week	12
Table	2.1 Collisions and Victims by Month of Occurrence	11
	2.2 Collisions During 2010 Holiday Periods	11
	2.3 Collisions on All Roads by Time of Day and Day of Week	12

Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2010 traffic collisions, injuries and deaths compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

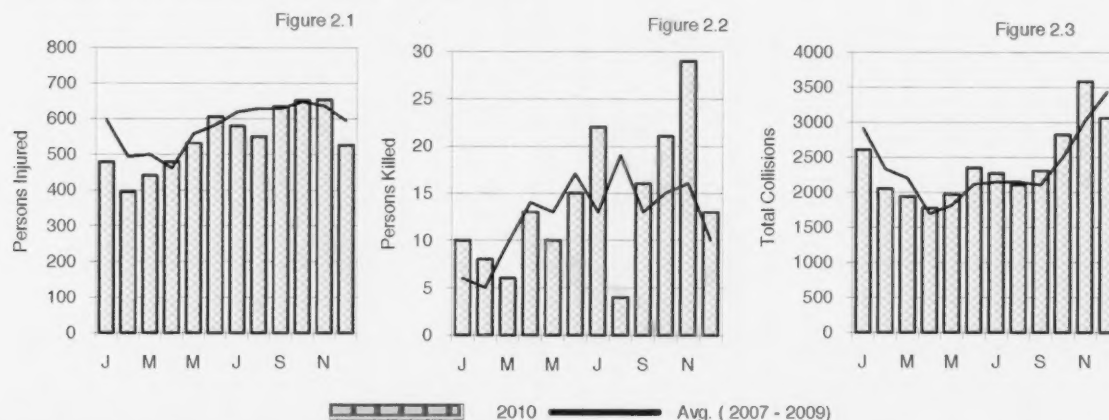
Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a highway collision is highest on Fridays and around 3 a.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as on other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2010 occurred Friday afternoons between the hours of 4 and 6 p.m.

Time of Occurrence – SECTION 2

Collisions & Victims by Month of Occurrence



Collisions & Victims by Month of Occurrence

Table 2.1

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,236	359	9	2,604	478	10
February	1,742	298	6	2,046	394	8
March	1,609	318	6	1,933	440	6
April	1,408	357	12	1,777	478	13
May	1,589	368	10	1,967	531	10
June	1,892	440	11	2,343	605	15
July	1,849	396	19	2,264	579	22
August	1,709	391	3	2,103	550	4
September	1,847	440	14	2,301	633	16
October	2,294	504	21	2,819	651	21
November	3,078	481	21	3,580	653	29
December	2,657	391	13	3,061	526	13
Total	23,910	4,743	145	28,798	6,518	167

Collisions During 2010 Holiday Periods

Table 2.2

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb 12 - 15	(Fri - Mon)	220	37	0	257	47	0
Imp Driving Awareness, Mar 7 - 13	(Sun - Sat)	366	81	1	448	110	1
Easter, Apr 2 - Apr 5	(Fri - Mon)	152	34	2	188	52	2
Victoria Day, May 21 - 24	(Fri - Mon)	177	45	3	225	61	2
Canada Day, Jul 1 - Jul 4	(Thur - Sun)	275	56	3	334	89	5
Heritage Day, Jul 30 - Aug 2	(Fri - Mon)	220	49	2	271	76	2
Labour Day, Sept 3 - 6	(Fri - Mon)	230	56	1	287	84	2
Thanksgiving Day, Oct 8 - 11	(Fri - Mon)	273	62	1	336	82	1
Remembrance Day, Nov 11 - 14	(Thur - Sun)	330	50	3	383	66	3
Safe Driving Week, Dec 1 - 7	(Thur - Wed)	555	77	0	632	98	0
Christmas Holidays, Dec 24 - 27	(Fri - Mon)	217	36	1	254	61	1
Total		2,795	546	17	3,358	779	19

Time of Occurrence – SECTION 2

Figure 2.4

Provincial Highway Collisions and Travel
by Time of Day

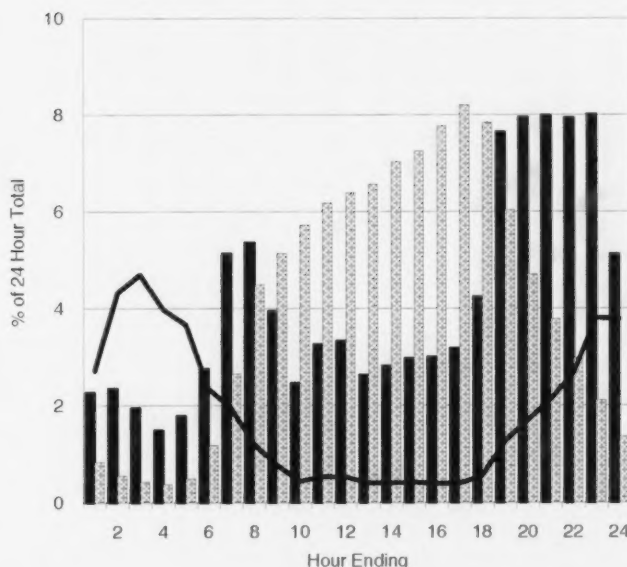
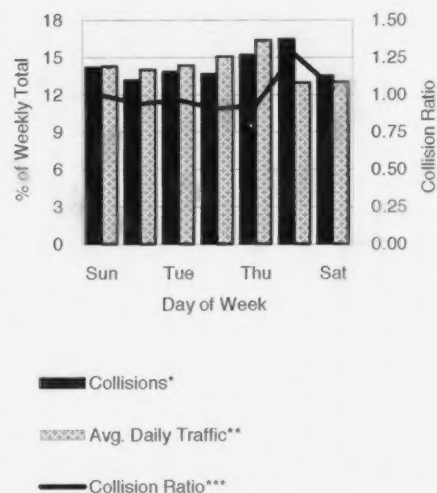


Figure 2.5

Provincial Highway Collisions and
Travel by Week Day



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	111	73	61	77	92	113	149	676	2.3
1 to 2 a.m.	114	42	46	44	63	75	149	534	1.9
2 to 3 a.m.	128	33	26	45	60	81	153	526	1.8
3 to 4 a.m.	99	38	33	34	46	59	104	413	1.4
4 to 5 a.m.	64	41	34	40	30	39	72	320	1.1
5 to 6 a.m.	57	73	47	53	55	58	71	414	1.4
6 to 7 a.m.	90	105	132	111	126	99	94	757	2.6
7 to 8 a.m.	58	190	214	216	196	193	87	1,154	4.0
8 to 9 a.m.	68	176	207	271	219	236	88	1,265	4.4
9 to 10 a.m.	74	138	167	153	144	162	114	952	3.3
10 to 11 a.m.	121	130	182	186	180	186	155	1,140	4.0
11 a.m. to 12 p.m.	117	170	217	181	196	250	188	1,319	4.6
12 to 1 p.m.	160	197	230	233	244	258	182	1,504	5.2
1 to 2 p.m.	156	181	211	240	232	264	229	1,513	5.3
2 to 3 p.m.	161	184	220	180	198	259	204	1,406	4.9
3 to 4 p.m.	147	233	276	265	272	348	225	1,766	6.1
4 to 5 p.m.	147	279	344	288	286	374	226	1,944	6.8
5 to 6 p.m.	160	269	345	334	341	344	164	1,957	6.8
6 to 7 p.m.	178	219	256	230	270	330	224	1,707	5.9
7 to 8 p.m.	197	184	194	224	213	263	215	1,490	5.2
8 to 9 p.m.	182	164	148	180	254	259	193	1,380	4.8
9 to 10 p.m.	206	150	155	192	226	220	191	1,340	4.7
10 to 11 p.m.	173	138	145	151	181	221	204	1,213	4.2
11 p.m. to 12 a.m.	129	101	105	137	139	220	200	1,031	3.6
Not Stated	134	143	138	146	151	190	175	1,077	3.7
Total	3,231	3,651	4,133	4,211	4,414	5,101	4,056	28,799	
%	11.2	12.7	14.4	14.6	15.3	17.7	14.1		100

Major Contributing Factors

Contents:

		Page
Figure	3.1 Major Contributing Factors by Collision Severity	16
	3.2 Major Contributing Factors in Collisions by Road System	19
Table	3.1 Top 10 Contributing Factors in Fatal Collisions in 2010	14
	3.2 All Major Contributing Factors in 2010 Fatal Collisions	15
	3.3 Count of Human Condition Factors by Severity of Collision	16
	3.4 Count of Human Action Factors by Severity of Collision	16
	3.5 Count of Vehicle Condition Factors by Severity of Collision	17
	3.6 Count of Environmental Condition Factors by Severity of Collision	17
	3.7 Count of Human Condition Factors by Road System	18
	3.8 Count of Human Action Factors by Road System	18
	3.9 Count of Vehicle Condition Factors by Road System	18
	3.10 Count of Environmental Condition Factors by Road System	19

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-A-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2010, a total of 40,850 factors contributed to 28,798 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 23.1% of all factors reported. SGI is aware of this fact and continues to work with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (42.7%) than in all collisions (33.3%). Human condition and human action account for 65.9% of all factors in collisions, as compared to 82.3% of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Human factors contribute to 84.3% of urban collisions, while environmental conditions, mainly animal actions, are more prevalent in rural and highway collisions (53.5% and 63.0%).

Top 10 Contributory Factors in Fatal Collisions During 2010

Table 3.1

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	5	35	11	8	59	17.1
Inattentive	6	34	8	4	52	15.1
Fail to Yield/Traffic Control Disregarded	4	18	6	0	28	8.1
Driving Too Fast For Road Conditions	2	17	7	1	27	7.8
Careless Driving/Stunting	1	11	5	5	22	6.4
Road Condition (Surface or Structure)	0	9	4	4	17	4.9
Weather Conditions	3	7	5	1	16	4.6
Exceeding Speed Limit	3	8	0	2	13	3.8
Passing Or Improper Lane Usage	0	10	2	1	13	3.8
Other Human Action	2	5	5	0	12	3.5

Major Contributing Factors – SECTION 3

All Major Contributing Factors In 2010 Fatal Collisions

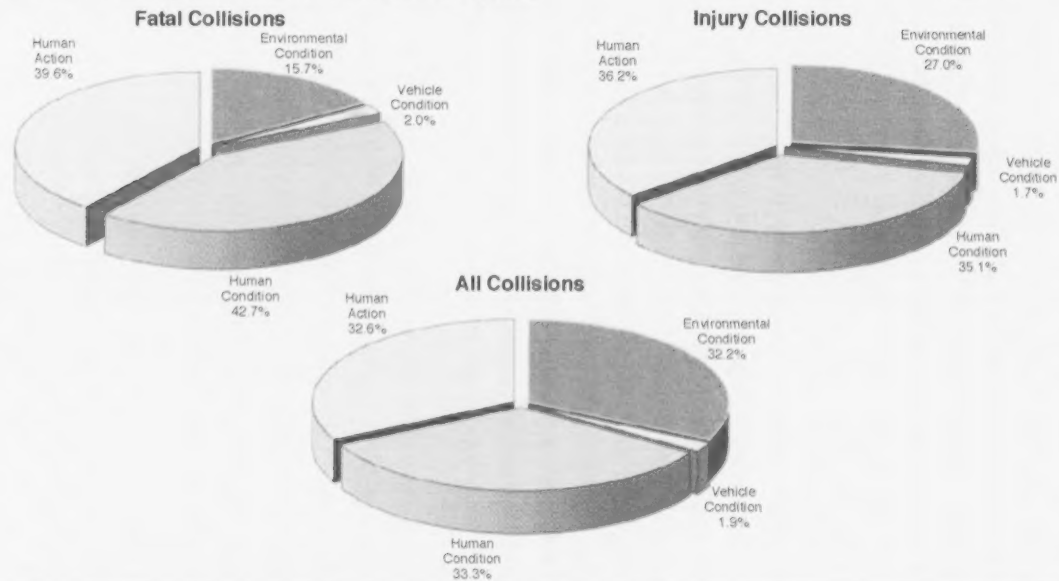
Table 3.2

Driver/Vehicle/Environmental Factors	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	5	35	11	8	59	17.1
Inattentive	6	34	8	4	52	15.1
Fail to Yield/Traffic Control Disregarded	4	18	6	0	28	8.1
Driving Too Fast For Road Conditions	2	17	7	1	27	7.8
Careless Driving/Stunting	1	11	5	5	22	6.4
Road Condition (Surface or Structure)	0	9	4	4	17	4.9
Weather Conditions	3	7	5	1	16	4.6
Exceeding Speed Limit	3	8	0	2	13	3.8
Passing Or Improper Lane Usage	0	10	2	1	13	3.8
Other Human Action	2	5	5	0	12	3.5
Taking Evasive Action	0	7	2	2	11	3.2
Driver Inexperience/Confusion	0	3	4	3	10	2.9
Fell Asleep	0	8	0	0	8	2.3
Other Human Conditions	1	5	1	1	8	2.3
Animal Action (Wild)	0	6	2	0	8	2.3
Distracted	0	5	1	0	6	1.7
Extreme Fatigue	0	4	1	0	5	1.4
Drugs (Prescription or Illegal)	0	3	1	0	4	1.2
Other Environmental Conditions	1	1	2	0	4	1.2
Following Too Closely	1	1	1	0	3	0.9
View Obstructed/Limited Outside of Vehicle	0	1	0	2	3	0.9
Defective Tires Or Blowout	0	1	0	1	2	0.6
View From Vehicle Obstructed	0	0	2	0	2	0.6
Other Vehicle Condition/Defect	0	0	1	1	2	0.6
Excessive Loose Gravel	1	0	1	0	2	0.6
Snow Drift	0	1	1	0	2	0.6
Sun Glare	1	1	0	0	2	0.6
Turning Improper	0	1	0	0	1	0.3
Jackknife / Trailer Swing	0	1	0	0	1	0.3
Construction Zone	0	1	0	0	1	0.3
Uninvolved Vehicle	0	0	1	0	1	0.3

Major Contributing Factors – SECTION 3

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.3

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	6,622	1,588	52	8,262	20.2
Driver Inexperience/Confusion	1,329	339	10	1,678	4.1
Driver Distraction	888	298	6	1,192	2.9
Driving While Impaired	560	291	45	896	2.2
Had Been Drinking	552	152	14	718	1.8
Other Human Conditions	296	109	8	413	1.0
Fell Asleep	111	69	8	188	0.5
Extreme Fatigue	38	38	5	81	0.2
Lost Consciousness/Other Illness	30	30	0	60	0.1
Physical/Medical Disability	30	21	0	51	0.1
Drugs (Prescription or Illegal)	28	15	4	47	0.1
Defective Eyesight/Hearing	21	10	0	31	0.1
Total	10,505	2,960	152	13,617	33.3

Count of Human Action Factors by Severity of Collision

Table 3.4

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,295	791	17	3,103	7.6
Driving Too Fast for Conditions	1,616	433	27	2,076	5.1
Following Too Closely	1,428	340	3	1,771	4.3
Taking Evasive Action	840	293	11	1,144	2.8
Traffic Control Device Disregarded	770	323	11	1,104	2.7
Other Human Action	734	177	12	923	2.3
Passing or Improper Lane Usage	703	107	13	823	2.0
Turning Improper	570	122	1	693	1.7
Careless Driving/Stunting	427	152	22	601	1.5
Backing Unsafely	470	26	0	496	1.2
Exceeding Speed Limit	197	134	13	344	0.8
Pedestrian Action Contributed	28	135	11	174	0.4
Driving Wrong Way in One Way Traffic	19	14	0	33	0.1
Fail to Signal	25	3	0	28	0.1
Total	10,122	3,050	141	13,313	33

Major Contributing Factors – SECTION 3

Count of Vehicle Condition Factors by Severity of Collision

Table 3.5

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Tires/Tire Blowout	111	30	2	143	0.4
Other Vehicle Condition/Defective	104	31	2	137	0.3
Defective Brakes	66	21	0	87	0.2
Jackknife/Trailer Swing	65	13	1	79	0.2
View from Vehicle Obstructed	68	6	2	76	0.2
Defective Suspension/Wheel Failure	36	10	0	46	0.1
Load Shifted/Spilled	36	9	0	45	0.1
Vehicle Overloaded/Improperly Loaded	32	5	0	37	0.1
Defective Engine/Power Train/Wiring	28	2	0	30	0.1
Defective Steering	20	6	0	26	0.1
Defective Lights	17	8	0	25	0.1
Lights Not On	18	6	0	24	0.1
Defective Exhaust System	1	0	0	1	0.0
Total	602	147	7	756	1.9

Count of Environmental Condition Factors by Severity of Collision

Table 3.6

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	4,949	312	8	5,269	12.9
Road Condition (Surface or Structure)	2,756	763	17	3,536	8.7
Weather Conditions	1,053	334	16	1,403	3.4
Uninvolved Vehicle	263	274	1	538	1.3
Snow Drift	458	65	2	525	1.3
View Obstructed/Limited	274	104	3	381	0.9
Excessive Loose Gravel	164	114	2	280	0.7
Other Environmental Condition	195	71	4	270	0.7
Animal Action (Domestic)	192	32	0	224	0.5
Obstruction/Debris on Road	157	34	0	191	0.5
Sun Glare	138	48	2	188	0.5
Soft or Defective Shoulder	102	34	0	136	0.3
Construction Zone	64	34	1	99	0.2
Uninvolved Pedestrian	35	51	0	86	0.2
Traffic Control Device Not Working	20	8	0	28	0.1
Lane Marking Inadequate	9	1	0	10	0.0
Total	10,829	2,279	56	13,164	32.2

Major Contributing Factors – SECTION 3

Count of Human Condition Factors by Road System

Table 3.7

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	6,991	804	345	122	8,262	20.2
Driver Inexperience/Confusion	919	331	349	79	1,678	4.1
Driver Distraction	880	209	80	23	1,192	2.9
Driving While Impaired	623	157	64	52	896	2.2
Had Been Drinking	482	124	72	40	718	1.8
Other Human Conditions	280	86	30	17	413	1.0
Fell Asleep	44	129	13	2	188	0.5
Extreme Fatigue	25	48	8	0	81	0.2
Lost Consciousness/Other Illness	37	18	4	1	60	0.1
Physical/Medical Disability	33	10	6	2	51	0.1
Drugs (Prescription or Illegal)	28	11	7	1	47	0.1
Defective Eyesight/Hearing	24	7	0	0	31	0.1
Total	10,366	1,934	978	339	13,617	33.3

Count of Human Action Factors by Road System

Table 3.8

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,829	171	85	18	3,103	7.6
Driving Too Fast for Conditions	1,268	396	300	112	2,076	5.1
Following Too Closely	1,635	102	28	6	1,771	4.3
Taking Evasive Action	491	329	266	58	1,144	2.8
Traffic Control Device Disregarded	1,008	64	29	3	1,104	2.7
Other Human Action	700	130	61	32	923	2.3
Passing or Improper Lane Usage	671	126	18	8	823	2.0
Turning Improper	611	49	17	16	693	1.7
Careless Driving/Stunting	403	97	51	50	601	1.5
Backing Unsafely	450	20	12	14	496	1.2
Exceeding Speed Limit	195	86	46	17	344	0.8
Pedestrian Action Contributed	143	17	2	12	174	0.4
Driving Wrong Way in One Way Traffic	27	6	0	0	33	0.1
Fail to Signal	19	8	1	0	28	0.1
Total	10,450	1,601	916	346	13,313	33

Count of Vehicle Condition Factors by Road System

Table 3.9

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Tires/Tire Blowout	36	64	27	16	143	0.4
Other Vehicle Condition/Defective	50	58	19	10	137	0.3
Defective Brakes	58	18	9	2	87	0.2
Jackknife/Trailer Swing	14	52	12	1	79	0.2
View from Vehicle Obstructed	48	9	15	4	76	0.2
Defective Suspension/Wheel Failure	5	32	7	2	46	0.1
Load Shifted/Spilled	12	19	12	2	45	0.1
Vehicle Overloaded/Improperly Loaded	13	22	2	0	37	0.1
Defective Engine/Power Train/Wiring	8	14	8	0	30	0.1
Defective Steering	13	10	1	2	26	0.1
Defective Lights	12	10	3	0	25	0.1
Lights Not On	10	7	3	4	24	0.1
Defective Exhaust System	1	0	0	0	1	0.0
Total	280	315	118	43	756	1.9

Major Contributing Factors – SECTION 3

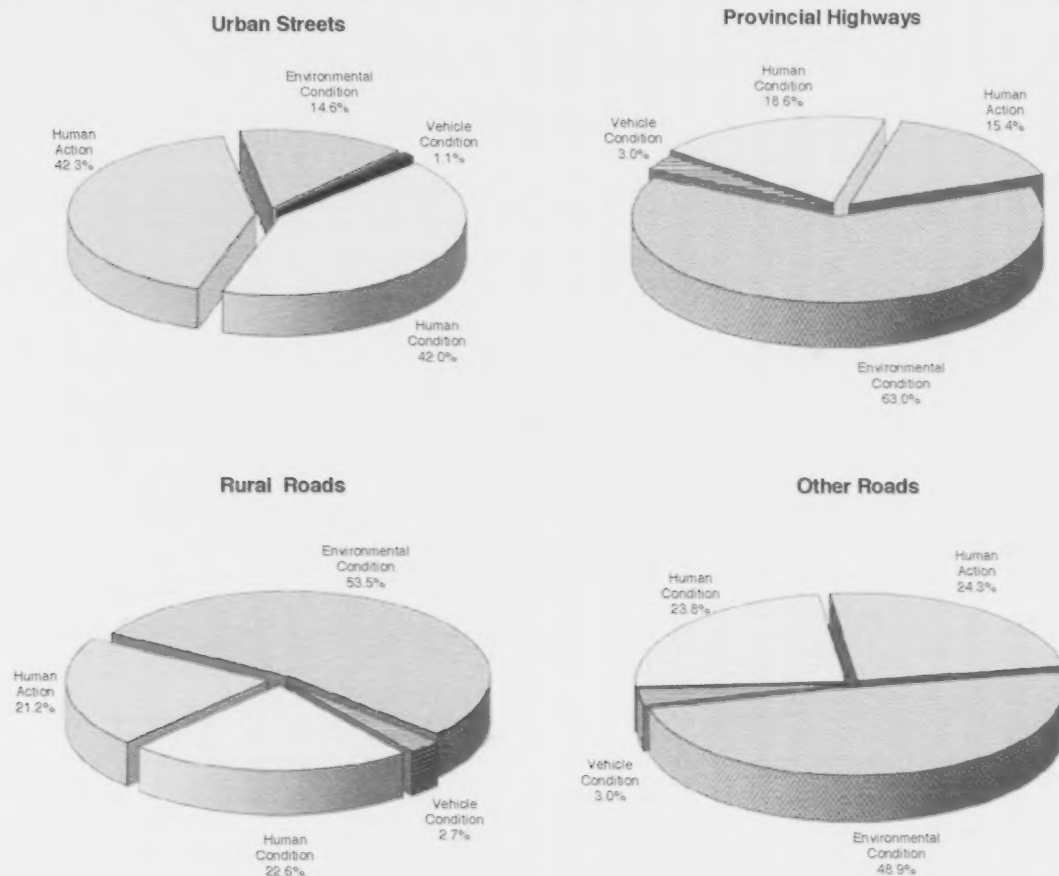
Count of Environmental Condition Factors by Road System

Table 3.10

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	74	4,006	940	249	5,269	12.9
Road Condition (Surface or Structure)	1,748	915	640	233	3,536	8.7
Weather Conditions	478	717	162	46	1,403	3.4
Uninvolved Vehicle	303	168	53	14	538	1.3
Snow Drift	299	143	70	13	525	1.3
View Obstructed/Limited	169	130	57	25	381	0.9
Excessive Loose Gravel	37	59	167	17	280	0.7
Other Environmental Condition	110	96	48	16	270	0.7
Animal Action (Domestic)	38	91	54	41	224	0.5
Obstruction/Debris on Road	54	91	34	12	191	0.5
Sun Glare	129	39	14	6	188	0.5
Soft or Defective Shoulder	12	49	65	10	136	0.3
Construction Zone	54	31	8	6	99	0.2
Uninvolved Pedestrian	82	3	0	1	86	0.2
Traffic Control Device Not Working	12	4	5	7	28	0.1
Lane Marking Inadequate	7	3	0	0	10	0.0
Total	3,606	6,545	2,317	696	13,164	32.2

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

Contents:

		Page
Figure	4.1 Collisions by Road Surface Condition	23
	4.2 Collisions by Light Condition	23
	4.3 Collisions by Weather Condition	23
Table	4.1 Collisions by Road Surface Condition and Severity	23
	4.2 Collisions by Light Condition and Severity	23
	4.3 Collisions by Weather Condition and Severity	23
	4.4 Intersection-Related Collisions by Severity	24
	4.5 Non Intersection-Related Collisions by Severity	24
	4.6 Collisions by Configuration and Severity	25
	4.7 Collisions by Configuration and Road System	25
	4.8 Vehicles in Collisions by Roadway Alignment and Severity	26
	4.9 Collision Events by Severity of Collision	26
	4.10 Collision Events by Road System	27
	4.11 Vehicles in Collisions by Road Characteristics and Severity	27

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (49%), clear weather (47%), daylight (50.4%) and on a straight/level stretch of road (67.4%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 29.8% of collisions where a weather condition is “not stated.”

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicle configurations. Single vehicle collisions account for 87% of the collisions on rural roads, 83% on provincial highways and 12% on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning or jackknifing.

Environmental Factors – SECTION 4

Figure 4.1
Collisions by Road Surface Condition

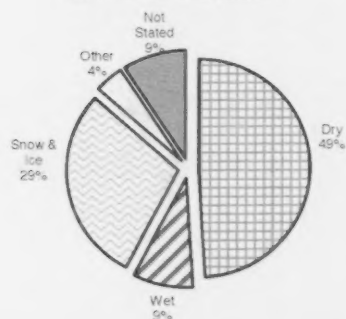


Figure 4.2
Collisions by Light Condition

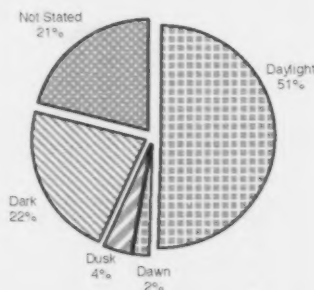
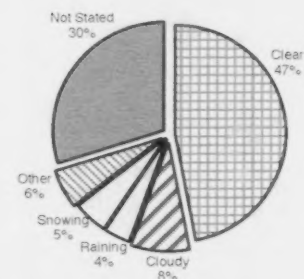


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	11,498	2,523	93	14,114	49.0
Packed Snow/Ice	6,483	1,014	23	7,520	26.1
Not Stated	2,417	239	0	2,656	9.2
Wet	2,021	469	16	2,506	8.7
Loose Gravel or Sand	569	267	7	843	2.9
Loose Snow	633	154	4	791	2.7
Slush	158	36	0	194	0.7
Muddy	127	41	2	170	0.6
Fresh Oil	4	0	0	4	0.0
Total	23,910	4,743	145	28,798	100

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	11,388	3,055	68	14,511	50.4
Not Stated	5,727	288	11	6,026	20.9
Dark/No Lighting*	3,020	453	37	3,510	12.2
Dark/Lighting On*	2,290	631	12	2,933	10.2
Dusk	951	188	9	1,148	4.0
Dawn	534	128	8	670	2.3
Total	23,910	4,743	145	28,798	100

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	10,381	3,033	108	13,522	47.0
Not Stated	8,144	445	0	8,589	29.8
Cloudy	1,843	602	11	2,456	8.5
Snowing	1,249	192	9	1,450	5.0
Raining	852	255	4	1,111	3.9
Drifting Snow/Dust	863	63	3	929	3.2
Fog/Smoke/Smog	342	76	7	425	1.5
Sleet/Hail/Freezing Rain	142	43	2	187	0.6
Strong Winds	94	34	1	129	0.4
Total	23,910	4,743	145	28,798	100

Environmental Factors – SECTION 4

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	7,372	2,207	12	9,591
Street/Private Approach, Driveway	654	169	0	823
Highway/Highway	354	116	22	492
Grid-Municipal Road/Grid-Municipal Road	227	78	7	312
Highway/Grid-Municipal Road	120	82	2	204
Street/Lane or Alley	163	35	0	198
Street/Highway	111	49	0	160
Street/Grid-Municipal Road	102	5	0	107
Grid-Municipal Road/Other Road	62	21	1	84
Highway/Private Approach, Driveway	32	13	0	45
Other Road/Private Approach, Driveway	20	13	0	33
Grid-Municipal Road/Private Approach, Driveway	25	7	0	32
Lane or Alley/Lane or Alley	22	2	0	24
Lane or Alley/Private Approach, Driveway	16	4	0	20
Highway/Other Road	8	1	0	9
Grid-Municipal Road/Lane or Alley	8	1	0	9
Lane or Alley/Other Road	3	0	0	3
Lane or Alley/Highway	2	1	0	3
Total Intersection Related	9,301	2,804	44	12,149

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-Intersection (Highway)	4,913	862	57	5,832
Non-Intersection (Urban)	5,096	508	11	5,615
Non-Intersection (Rural)	1,740	340	15	2,095
Other/Not Stated (Urban)	1,529	22	0	1,551
Non-Intersection (Other)	541	112	9	662
Other/Not Stated (Highway)	294	11	0	305
Bridge or Overpass (Urban)	93	15	0	108
Other/Not Stated (Rural)	74	9	1	84
Other/Not Stated (Other)	53	5	0	58
Railroad level crossing (Urban)	49	8	0	57
Bridge or Overpass (Highway)	40	11	3	54
Ramp (Urban)	48	3	0	51
Off Roadway (Urban)	26	4	0	30
Railroad level crossing (Highway)	24	2	0	26
Railroad level crossing (Rural)	14	6	2	22
Passing Lane/Climbing Lane (Urban)	16	2	0	18
Tunnel or Underpass (Urban)	12	3	0	15
Off Roadway (Highway)	10	3	0	13
Off Roadway (Rural)	8	3	1	12
Bridge or Overpass (Rural)	7	2	0	9
Off Roadway (Other)	4	3	1	8
Tunnel or Underpass (Highway)	5	1	0	6
Ramp (Highway)	4	2	0	6
Passing Lane/Climbing Lane (Highway)	5	0	0	5
Bridge or Overpass (Other)	1	2	1	4
Railroad level crossing (Other)	3	0	0	3
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other)	0	0	0	0
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other)	0	0	0	0
Ramp (Rural)	0	0	0	0
Ramp (Other)	0	0	0	0
Total Non-Intersection Related	14,609	1,939	101	16,649
Totals	23,910	4,743	145	28,798

Environmental Factors – SECTION 4

Collisions by Configuration and Severity

Table 4.6

Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	5,766	621	22	6,409	22.3
4 Lost Control Right Ditch	2,150	639	25	2,814	9.8
2 Lost Control Left Ditch	889	331	12	1,232	4.3
3 Lost Control Right to Left	365	158	8	531	1.8
Single Vehicle Total	9,170	1,749	67	10,986	38.1
5 Rear End	4,144	1,247	8	5,399	18.7
9 Right Angle	2,095	717	25	2,837	9.9
6 Side Swipe Same Direction	1,996	99	1	2,096	7.3
13 Left Turn/Straight - Opposite Direction	1,094	364	2	1,460	5.1
11 Left Turn/Straight	505	124	3	632	2.2
7 Side Swipe Opposite Direction	352	57	3	412	1.4
8 Head On	212	65	22	299	1.0
10 Right Turn Same Direction	243	43	0	286	1.0
12 Left Turn/Straight - Same Direction	221	31	0	252	0.9
14 Left Turn Passing	139	36	1	176	0.6
15 Right Turn Passing	113	20	0	133	0.5
Multiple Vehicle Total	11,114	2,803	65	13,982	48.6
16 Other Single or Multiple Vehicle	3,626	191	13	3,830	13.3
Total	23,910	4,743	145	28,798	100

Collisions by Configuration and Road System

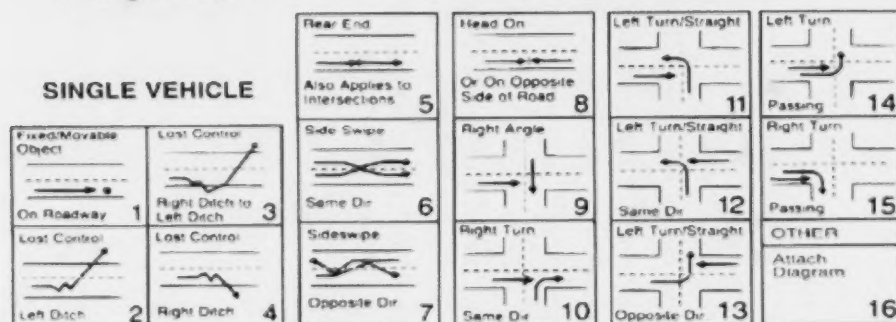
Table 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	1,068	4,099	918	324	6,409	22.3
4 Lost Control Right Ditch	748	989	852	225	2,814	9.8
2 Lost Control Left Ditch	326	500	329	77	1,232	4.3
3 Lost Control Right to Left	146	211	138	36	531	1.8
Single Vehicle Total	2,288	5,799	2,237	662	10,986	38.1
5 Rear End	4,970	316	78	35	5,399	18.7
9 Right Angle	2,571	164	87	15	2,837	9.9
6 Side Swipe Same Direction	1,907	152	15	22	2,096	7.3
13 Left Turn/Straight - Opposite Direction	1,411	40	4	5	1,460	5.1
11 Left Turn/Straight	590	28	7	7	632	2.2
7 Side Swipe Opposite Direction	284	86	21	21	412	1.4
8 Head On	214	57	16	12	299	1.0
10 Right Turn Same Direction	267	9	4	6	286	1.0
12 Left Turn/Straight - Same Direction	225	22	3	2	252	0.9
14 Left Turn Passing	120	43	8	5	176	0.6
15 Right Turn Passing	128	5	0	0	133	0.5
Multiple Vehicle Total	12,687	922	243	130	13,982	48.6
16 Other - Single or Multiple Vehicle	3,372	287	99	72	3,830	13.3
Total	18,347	7,008	2,579	864	28,798	100

*Collision Configurations

MULTI VEHICLE

SINGLE VEHICLE



Environmental Factors – SECTION 4

Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	25,210	6,408	174	31,792	67.4
Not Stated	11,814	1,026	10	12,850	27.3
Curved/Level or Near Level	1,039	345	17	1,401	3.0
Straight/Steep Incline or Decline	261	93	4	358	0.8
Straight/Top of Hill (Crest)	162	78	8	248	0.5
Straight/Bottom of Hill (Sag)	117	51	2	170	0.4
Curved/Steep Incline or Decline	103	29	4	136	0.3
Curved/Top of Hill (Crest)	54	16	0	70	0.1
Dead End/Level or Near Level	47	20	0	67	0.1
Curved/Bottom of Hill (Sag)	30	11	2	43	0.1
Dead End/Steep Incline or Decline	5	4	0	9	0.0
Dead End/Top of Hill (Crest)	5	1	0	6	0.0
Dead End/Bottom of Hill (Sag)	2	1	0	3	0.0
Total	38,849	8,083	221	47,153	100

Collision Events by Severity of Collision

Table 4.9

	Property Damage	Personal Injury	Fatal	Total	%
Hit Fixed Object					
Ditch Bottom/Back Slope	559	139	13	711	1.8
Tree/Bush	529	85	5	619	1.6
Curbing	478	87	1	566	1.4
Lamp Support (Traffic Signal, Street Light)	368	83	1	452	1.1
Snow Bank/Drift	368	81	2	451	1.1
Fence	322	31	1	354	0.9
Other Fixed Object	311	33	1	345	0.9
Sign Post	296	38	0	334	0.8
Power/Telephone Pole	199	24	1	224	0.6
Approach	144	63	6	213	0.5
Raised Median/Barrier	168	26	0	194	0.5
Guard Rail	135	21	1	157	0.4
Debris on Road	111	13	1	125	0.3
Building/Wall	99	17	0	116	0.3
Rock Face/Rocks on Road	79	11	1	91	0.2
Bridge Structure	70	11	1	82	0.2
Fire Hydrant, Parking Meter, Utility Box	64	7	1	72	0.2
Traffic Barricade	60	7	0	67	0.2
Culvert	32	17	1	50	0.1
Gravel Pile	22	7	0	29	0.1
Crash Cushions/Impact Attenuator	19	2	0	21	0.1
Delineator Post	18	1	0	19	0.0
Subtotal Fixed Objects	4,451	804	37	5,292	13.3
Hit Movable Object					
Another Road Vehicle	14,066	2,946	70	17,082	42.9
Animal	5,047	272	8	5,327	13.4
Pedestrian	50	313	16	379	1.0
Other Movable Object	333	24	1	358	0.9
Railroad Train	15	3	2	20	0.1
Subtotal Movable Objects	19,511	3,558	97	23,166	58.1
Non-Collision Event					
Ran Off Road	4,084	1,412	96	5,592	14.0
Skidding/Sliding/Spinning	2,043	1,096	36	3,175	8.0
Overtuned	1,069	862	45	1,976	5.0
Other Non-Collision Events	194	27	1	222	0.6
Submersion	123	29	7	159	0.4
Jackknife/Trailer Swing	113	19	2	134	0.3
Fire/Explosion	70	9	3	82	0.2
Load Spill	45	6	0	51	0.1
Subtotal Non-Collision Events	7,741	3,460	190	11,391	28.6

Environmental Factors – SECTION 4

Collision Events by Road System

Table 4.10

	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Hit Fixed Object						
Ditch Bottom/Back Slope	106	327	206	72	711	1.8
Tree/Bush	327	86	122	84	619	1.6
Curbing	556	6	1	3	566	1.4
Lamp Support (Traffic Signal, Street Light)	413	33	1	5	452	1.1
Snow Bank/Drift	277	95	66	13	451	1.1
Fence	180	57	82	35	354	0.9
Other Fixed Objects	256	39	30	20	345	0.9
Sign Post	226	88	16	4	334	0.8
Power/Telephone Pole	169	24	23	8	224	0.6
Approach	69	79	49	16	213	0.5
Raised Median/Barrier	185	9	0	0	194	0.5
Guard Rail	116	36	4	1	157	0.4
Debris on Road	27	70	19	9	125	0.3
Building/Wall	114	1	1	0	116	0.3
Rock Face/Rocks on Road	18	31	28	14	91	0.2
Bridge Structure	46	28	6	2	82	0.2
Fire Hydrant, Parking Meter, Utility Box	65	4	1	2	72	0.2
Traffic Barricade	50	11	5	1	67	0.2
Culvert	15	22	12	1	50	0.1
Gravel Pile	16	2	9	2	29	0.1
Crash Cushions/Impact Attenuator	16	3	2	0	21	0.1
Delineator Post	13	3	1	2	19	0.0
Subtotal - Fixed Objects	3,260	1,054	684	294	5,292	13.3
Hit Movable Object						
Another Road Vehicle	15,593	1,033	273	183	17,082	42.9
Animal	88	4,036	930	273	5,327	13.4
Pedestrian	336	23	5	15	379	1.0
Other Movable Objects	206	110	20	22	358	0.9
Railroad Train	3	4	13	0	20	0.1
Subtotal - Movable Objects	16,226	5,206	1,241	493	23,166	58.1
Non-Collision Event						
Ran Off Road	1,617	2,112	1,483	380	5,592	14.0
Skidding/Sliding/Spinning	1,149	1,166	674	186	3,175	8.0
Overtaken	180	950	719	127	1,976	5.0
Other Non-Collision Events	84	103	23	12	222	0.6
Submersion	19	48	75	17	159	0.4
Jackknife/Trailer Swing	8	103	19	4	134	0.3
Fire/Explosion	9	40	28	5	82	0.2
Load Spill	11	23	15	2	51	0.1
Subtotal - Non-Collision Events	3,077	4,545	3,036	733	11,391	28.6
Grand Total	22,563	10,805	4,961	1,520	39,849	100

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided Two Way	19,009	3,854	174	23,037	48.9
Not Stated	9,356	910	0	10,266	21.8
Divided Raised Median	4,794	1,721	6	6,521	13.8
Divided Depressed/Painted Median	3,179	1,047	35	4,261	9.0
Undivided One Way	1,641	364	0	2,005	4.3
Other	870	187	6	1,063	2.3
Total	38,849	8,083	221	47,153	100

TAIS records up to three events in order of sequence for each vehicle involved in a collision.

Tables 4.9 and 4.10 summarize the 39,849 events that were recorded in 28,798 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

Contents:

		Page
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age	31
	5.2 Convictions and Collisions by Age Group	40
Table	5.1 Licensed Drivers and Drivers in Collisions by Driver Age	31
	5.2 Licensed Drivers by Age, Gender and Year	33
	5.3 Drivers in Collisions by Age, Gender and Year	34
	5.4 Drivers in Collisions by Age, Collision Severity and Year	34
	5.5 Number of Charges Resulting from Collisions by Severity of Collision	35
	5.6 Number of Occurrences of Human Action by Age	35
	5.7 Number of Charges Resulting from Collisions by Age	36
	5.8 Number of Occurrences of Human Condition by Age	36
	5.9 Number of Drivers Involved in Collisions by Licence Class and Age	37
	5.10 Number of Drivers Involved in Collisions by Year and Age	37
	5.11 Convictions – 2005 to 2010	38
	5.12 Criminal Code Convictions – 2005 to 2010	39
	5.13 Convictions, Licensed Drivers and Drivers in Collisions by Age	40

Driver Factors

Driver factors captured for collisions include the driver's age and gender, traffic charges laid, human action contributing to the collision and the driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used to identify the characteristics of those drivers who are more likely to cause collisions, and to address the behaviours that increase their risk of collision.

Driver Improvement Program

SGL's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions, or are involved in at-fault collisions, to develop and maintain safe driving habits. SGL uses a demerit system for tracking driver performance.

SGL sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault collisions are required to attend a Defensive Driving Course. Further convictions or at-fault collisions may result in the driver being required to take Driver Improvement Training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

SGL's Graduated Driver's Licensing Program was implemented in September 2005. It was designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions relax as drivers advance through these stages. Drivers in the Novice 2 stage must remain free of at-fault collisions, traffic convictions and suspensions in order to graduate to a full licence.

Saskatchewan has a zero alcohol tolerance level for new drivers.

An evaluation on the initial effects of the program was undertaken during the first cycle of the program. Results indicate that GDL drivers of all ages had an 18% reduction in at-fault crash risk. Program restrictions also appear to have a positive effect in reducing at-fault collisions, specifically among young drivers. Particularly, nighttime crash risk was reduced by 52% after the implementation of the program.

Driver Factors – SECTION 5

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

Age	Licensed Drivers			Drivers In 2010 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,280	4,308	8,588	59	45	5	109	81	26	2	109	12.69	0.21
16	5,562	5,210	10,772	602	471	1	1,074	845	225	4	1,074	99.70	1.68
17	5,778	5,470	11,248	679	508	3	1,190	952	233	5	1,190	105.80	1.78
18	6,153	5,787	11,940	778	540	3	1,321	1,043	275	3	1,321	110.64	1.86
19	6,318	5,864	12,182	760	462	5	1,227	968	246	13	1,227	100.72	1.69
20	6,503	6,190	12,693	800	452	2	1,254	1,028	221	5	1,254	98.79	1.66
21	6,541	6,228	12,769	694	448	5	1,147	901	239	7	1,147	89.83	1.51
22	6,394	6,121	12,515	643	446	3	1,092	855	232	5	1,092	87.26	1.47
23	6,516	6,098	12,614	577	390	3	970	766	199	5	970	76.90	1.29
24	6,521	6,139	12,660	572	339	1	912	741	166	5	912	72.04	1.21
25	6,758	6,298	13,056	572	352	1	925	751	171	3	925	70.85	1.19
26	6,585	6,196	12,781	489	310	0	799	650	146	3	799	62.51	1.05
27	6,413	6,242	12,655	505	319	3	827	654	168	5	827	65.35	1.10
28	6,350	6,323	12,673	463	303	3	769	606	157	6	769	60.68	1.02
29	6,295	5,943	12,238	462	241	3	706	573	130	3	706	57.69	0.97
30	6,249	5,699	11,948	474	232	3	709	583	122	4	709	59.34	1.00
31	6,101	5,876	11,977	437	262	3	702	568	132	2	702	58.61	0.98
32	5,884	5,586	11,470	393	267	1	661	524	133	4	661	57.63	0.97
33	5,958	5,703	11,661	407	247	3	657	530	124	3	657	56.34	0.95
34	5,734	5,570	11,304	375	240	6	621	507	112	2	621	54.94	0.92
35	5,710	5,493	11,203	410	250	3	663	530	124	9	663	59.18	0.99
36	5,669	5,403	11,072	365	232	2	599	482	113	4	599	54.10	0.91
37	5,505	5,491	10,996	415	256	1	672	520	146	6	672	61.11	1.03
38	5,584	5,305	10,889	342	226	1	569	455	109	5	569	52.25	0.88
39	5,640	5,490	11,130	365	226	2	593	466	126	1	593	53.28	0.90
40	5,559	5,340	10,899	342	242	4	588	451	135	2	588	53.95	0.91
41	5,561	5,377	10,938	357	215	0	572	450	120	2	572	52.29	0.88
42	5,677	5,461	11,138	349	214	2	565	445	116	4	565	50.73	0.85
43	5,544	5,360	10,904	330	205	1	536	428	104	4	536	49.16	0.83
44	5,935	5,789	11,724	347	206	0	553	439	111	3	553	47.17	0.79
45	6,447	6,174	12,621	359	200	5	564	430	131	3	564	44.69	0.75
46	6,736	6,835	13,571	395	219	1	615	525	90	0	615	45.32	0.76
47	7,271	7,114	14,385	403	210	2	615	487	122	6	615	42.75	0.72
48	7,193	7,141	14,334	389	213	1	603	477	126	0	603	42.07	0.71
49	7,302	7,082	14,384	388	218	1	607	471	131	5	607	42.20	0.71
50	7,397	7,088	14,485	387	200	2	589	469	116	4	589	40.66	0.68
51	7,446	7,201	14,647	366	190	2	558	466	89	3	558	38.10	0.64
52	7,204	7,013	14,217	355	197	0	552	449	99	4	552	38.83	0.65
53	7,357	7,044	14,401	326	197	0	523	412	108	3	523	36.32	0.61
54	7,013	6,738	13,751	343	176	1	520	422	95	3	520	37.82	0.64
55	7,293	6,829	14,122	303	167	2	472	401	69	2	472	33.42	0.56
56	7,031	6,736	13,767	307	191	0	498	379	116	3	498	36.17	0.61
57	6,565	6,181	12,746	289	127	3	419	343	71	5	419	32.87	0.55
58	6,242	5,716	11,958	277	149	2	428	335	91	2	428	35.79	0.60
59	5,797	5,469	11,266	242	129	1	372	286	82	4	372	33.02	0.55
60	5,621	5,311	10,932	227	92	0	319	264	52	3	319	29.18	0.49
61	5,480	5,147	10,627	224	117	0	341	263	76	2	341	32.09	0.54
62	5,204	4,929	10,133	210	103	0	313	258	53	2	313	30.89	0.52

Driver Factors – SECTION 5

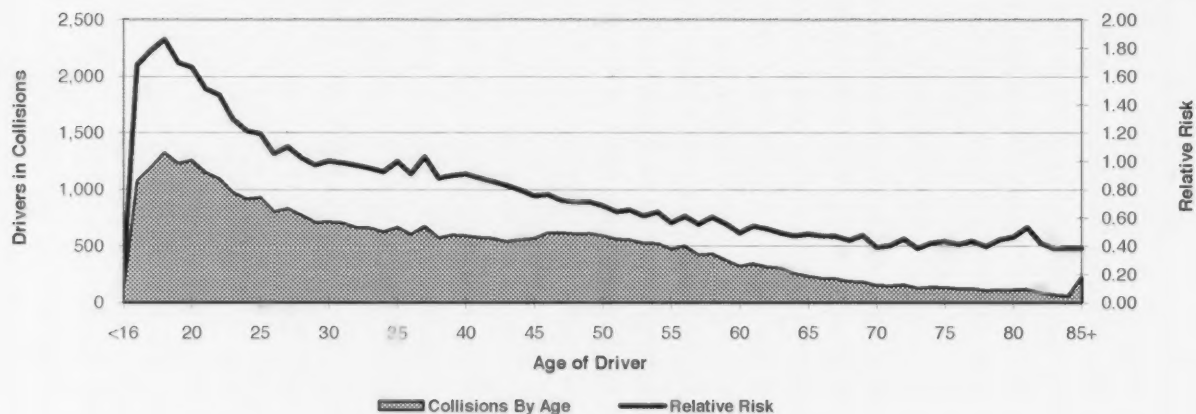
Age	Licensed Drivers			Drivers In 2010 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	5,315	5,013	10,328	206	94	1	301	235	64	2	301	29.14	0.49
64	4,628	4,442	9,070	178	75	0	253	201	51	1	253	27.89	0.47
65	4,224	3,815	8,039	152	79	0	231	178	52	1	231	28.73	0.48
66	3,867	3,730	7,597	147	64	1	212	169	40	3	212	27.91	0.47
67	3,854	3,651	7,505	145	64	0	209	154	53	2	209	27.85	0.47
68	3,529	3,467	6,996	129	54	0	183	152	29	2	183	26.16	0.44
69	3,255	3,179	6,434	115	66	0	181	142	36	3	181	28.13	0.47
70	3,339	3,139	6,478	101	49	0	150	122	26	2	150	23.16	0.39
71	3,085	2,960	6,045	106	39	0	145	116	28	1	145	23.99	0.40
72	2,900	2,878	5,778	95	59	0	154	123	28	3	154	26.65	0.45
73	2,737	2,759	5,496	76	46	3	125	95	30	0	125	22.74	0.38
74	2,713	2,608	5,321	95	38	0	133	103	28	2	133	25.00	0.42
75	2,606	2,492	5,098	94	37	0	131	112	19	0	131	25.70	0.43
76	2,483	2,393	4,876	77	42	0	119	91	27	1	119	24.41	0.41
77	2,344	2,321	4,665	69	49	2	120	87	33	0	120	25.72	0.43
78	2,318	2,156	4,474	73	32	0	105	85	17	3	105	23.47	0.39
79	2,156	2,037	4,193	72	38	1	111	91	19	1	111	26.47	0.44
80	2,048	2,029	4,077	68	44	0	112	87	25	0	112	27.47	0.46
81	1,852	1,740	3,592	74	39	0	113	97	15	1	113	31.46	0.53
82	1,716	1,646	3,362	54	30	0	84	67	17	0	84	24.99	0.42
83	1,542	1,422	2,964	43	24	0	67	49	17	1	67	22.60	0.38
84	1,350	1,198	2,548	39	19	0	58	43	15	0	58	22.76	0.38
85+	5,371	4,518	9,889	165	60	0	225	172	51	2	225	22.75	0.38
NS	0	0	0	1,201	724	5,021	6,946	6,215	728	3	6,946		
Total	369,108	352,701	721,809	23,727	14,106	5,125	42,958	34,915	7,826	217	42,958	59.51	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000 (e.g., the 16 year age group - $(1,074/10,772) \times 1,000 = 99.7$).

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers (e.g. for the 16 year age group - $99.7/59.51 = 1.68$).

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Driver Factors – SECTION 5

Licensed Drivers by Age, Gender and Year

Table 5.2

Age	2008			2009			2010		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,370	4,225	8,595	4,441	4,265	8,706	4,280	4,308	8,588
16	5,744	5,433	11,177	5,504	5,221	10,725	5,562	5,210	10,772
17	6,082	5,635	11,717	5,960	5,671	11,631	5,778	5,470	11,248
18	6,515	6,110	12,625	6,230	5,813	12,043	6,153	5,787	11,940
19	6,526	6,218	12,744	6,453	6,100	12,553	6,318	5,864	12,182
20	6,316	6,127	12,443	6,464	6,168	12,632	6,503	6,190	12,693
21	6,364	6,149	12,513	6,301	6,114	12,415	6,541	6,228	12,769
22	6,342	6,035	12,377	6,394	6,084	12,478	6,394	6,121	12,515
23	6,548	6,217	12,765	6,345	6,040	12,385	6,516	6,098	12,614
24	6,317	6,134	12,451	6,596	6,143	12,739	6,521	6,139	12,660
25 - 34	57,464	55,866	113,330	59,820	57,467	117,287	62,327	59,436	121,763
35 - 44	56,092	55,586	111,678	56,071	54,550	110,621	56,384	54,509	110,893
45 - 54	72,139	69,988	142,127	72,024	70,003	142,027	71,366	69,430	140,796
55 - 64	53,873	50,658	104,531	56,559	53,131	109,690	59,176	55,773	114,949
65 - 74	32,307	30,877	63,184	32,745	31,472	64,217	33,503	32,186	65,689
75 >	25,446	23,331	48,777	25,517	23,659	49,176	25,786	23,952	49,738
Total	358,445	344,589	703,034	363,424	347,901	711,325	369,108	352,701	721,809

Driver Factors – SECTION 5

Drivers In Collisions by Age, Gender and Year

Table 5.3

Age	2008				2009				2010			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	74	62	7	143	51	58	8	117	56	43	5	104
16	776	543	4	1,323	732	574	0	1,306	602	471	1	1,074
17	831	620	3	1,454	781	571	4	1,356	679	508	3	1,190
18	902	560	3	1,465	843	548	6	1,397	778	540	3	1,321
19	868	566	4	1,438	861	577	2	1,440	760	462	5	1,227
20	769	457	4	1,230	831	493	6	1,330	800	452	2	1,254
21	719	427	4	1,150	741	444	1	1,186	694	448	5	1,147
22	718	386	2	1,106	670	424	1	1,095	643	446	3	1,092
23	649	378	4	1,031	648	408	1	1,057	577	390	3	970
24	567	370	4	941	571	392	3	966	572	339	1	912
25 - 34	4,554	2,580	27	7,161	4,919	2,928	20	7,867	4,577	2,773	26	7,376
35 - 44	3,539	2,183	14	5,736	3,858	2,228	33	6,119	3,622	2,272	16	5,910
45 - 54	3,603	2,113	18	5,734	3,926	2,115	9	6,050	3,711	2,020	15	5,746
55 - 64	2,279	1,147	9	3,435	2,548	1,258	6	3,812	2,463	1,244	9	3,716
65 - 74	993	501	3	1,497	1,170	568	1	1,739	1,161	558	4	1,723
75 >	850	395	2	1,247	874	432	2	1,308	828	414	3	1,245
NS *	102	42	5,232	5,376	234	120	5,895	6,249	1,204	726	5,021	6,951
Total	22,793	13,330	5,344	41,467	24,258	14,138	5,998	44,394	23,727	14,106	5,125	42,958

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

Age	2008				2009				2010			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	94	47	2	143	72	44	1	117	76	26	2	104
16	1,015	302	6	1,323	1,026	277	3	1,306	845	225	4	1,074
17	1,137	312	5	1,454	1,114	237	5	1,356	952	233	5	1,190
18	1,142	319	4	1,465	1,110	281	6	1,397	1,043	275	3	1,321
19	1,102	328	8	1,438	1,129	301	10	1,440	968	246	13	1,227
20	983	237	10	1,230	1,048	274	8	1,330	1,028	221	5	1,254
21	898	248	4	1,150	935	243	8	1,186	901	239	7	1,147
22	867	231	8	1,106	865	226	4	1,095	855	232	5	1,092
23	797	230	4	1,031	854	200	3	1,057	766	199	5	970
24	717	223	1	941	754	206	6	966	741	166	5	912
25 - 34	5,577	1,544	40	7,161	6,192	1,646	29	7,867	5,946	1,395	35	7,376
35 - 44	4,380	1,327	29	5,736	4,796	1,295	28	6,119	4,666	1,204	40	5,910
45 - 54	4,387	1,325	22	5,734	4,756	1,258	36	6,050	4,608	1,107	31	5,746
55 - 64	2,622	790	23	3,435	3,026	767	19	3,812	2,965	725	26	3,716
65 - 74	1,135	349	13	1,497	1,354	373	12	1,739	1,354	350	19	1,723
75 >	964	274	9	1,247	1,030	267	11	1,308	981	255	9	1,245
NS *	5,103	271	2	5,376	5,980	268	1	6,249	6,220	728	3	6,951
Total	32,920	8,357	190	41,467	36,041	8,163	190	44,394	34,915	7,826	217	42,958

* Driver age not stated.

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield Right of Way	833	367	0	1,200	16.9
Driving Without Due Care	711	353	1	1,065	15.0
Other Offence	522	226	2	750	10.6
Impaired Driving/Refuse Testing	368	207	10	585	8.3
Following Too Close	306	120	0	426	6.0
Speed Too Fast for Conditions	317	96	0	413	5.8
No Driver's Licence	272	115	5	392	5.5
Disobey Stop Sign	246	128	1	375	5.3
Disobey Traffic Signal	230	108	0	338	4.8
Fail to Report	294	27	0	321	4.5
Unregistered Vehicle	126	64	0	190	2.7
Improper Turn	110	47	0	157	2.2
Fail to Remain at Scene	115	26	5	146	2.1
Improper Lane Change	115	17	0	132	1.9
24-Hour Suspension	104	26	0	130	1.8
Driving While Disqualified	74	42	1	117	1.7
Unsafe Backing	75	5	0	80	1.1
Dangerous Driving	36	35	6	77	1.1
Fail to Yield to Pedestrian	4	44	1	49	0.7
Passing When Unsafe	19	10	0	29	0.4
Driving Left of Centre	13	8	0	21	0.3
Operator or Passenger Not Using Seatbelt	4	16	0	20	0.3
Stunting	15	3	0	18	0.3
Passing on Right	11	1	0	12	0.2
Fail to Signal	8	3	0	11	0.2
Driving Wrong Way on a One Way Street	5	3	0	8	0.1
Criminal Negligence	5	0	3	8	0.1
Improper Parking on Highway or Street	3	2	0	5	0.1
Lights, Tires, Windshield or Bumper Height *	3	2	0	5	0.1
Inadequate Brakes	2	1	0	3	0.0
Passing School Bus When Forbidden	0	0	0	0	0.0
Speeding Past Highway Worker	0	0	0	0	0.0
Total	4,946	2,102	35	7,083	100

* Defective or unauthorized

Number of Occurrences of Driver Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	10	112	139	123	100	98	331	480	361	388	261	391	294	3,088	23.4
Too Fast for Road Conditions	16	134	113	117	91	110	310	393	244	182	117	70	176	2,073	15.7
Following Too Close	2	62	68	79	78	75	245	363	265	195	117	90	131	1,770	13.4
Taking Evasive Action	2	47	52	62	45	54	149	229	187	133	84	49	51	1,144	8.7
Control Device Disregarded	1	31	39	55	21	37	119	178	131	131	82	134	138	1,097	8.3
Other Human Action	3	28	25	35	28	27	79	135	126	127	74	84	113	884	6.7
Passing or Improper Lane Use	7	23	26	28	28	25	85	129	113	105	72	73	97	811	6.1
Turning Improperly	3	33	19	23	27	18	77	107	94	79	58	78	77	693	5.2
Careless Driving/Stunting	16	32	25	31	28	30	86	93	47	34	21	18	131	592	4.5
Backing Unsafe	1	18	14	15	9	10	46	72	74	60	65	58	54	496	3.8
Exceeding Speed Limit	4	23	24	23	28	21	58	67	21	18	8	3	45	343	2.6
Pedestrian Action Contributed	37	4	10	3	1	5	16	26	18	14	5	6	29	174	1.3
Fail to Signal	0	1	0	1	1	1	2	3	4	1	1	6	7	28	0.2
Driving Wrong Way on a One Way	0	0	0	0	1	1	3	5	2	3	1	4	7	27	0.2
Total	102	548	554	595	486	512	1,606	2,280	1,687	1,470	966	1,064	1,350	13,220	
%	0.8	4.1	4.2	4.5	3.7	3.9	12.1	17.2	12.8	11.1	7.3	8.0	10.2		100

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	6	55	71	52	34	40	114	170	135	151	94	146	132	1,200	16.9
Driving Without Due Care	8	57	75	62	55	50	138	203	117	87	58	72	83	1,065	15.0
Other Offence	10	50	27	48	33	17	98	132	77	74	57	57	70	750	10.6
Impaired Driving/Refuse Testing	3	5	14	21	34	25	92	142	99	58	23	12	57	585	8.3
Following Too Close	0	19	17	27	24	18	54	91	61	39	25	14	37	426	6.0
Speed Too Fast for Conditions	0	35	30	29	23	27	70	74	48	35	9	3	30	413	5.8
No Driver's Licence	20	22	16	25	22	18	49	102	43	26	9	4	36	392	5.5
Disobey Stop Sign	1	12	18	22	12	12	46	55	39	46	31	50	31	375	5.3
Disobey Traffic Signal	0	10	5	16	5	10	34	56	40	43	30	43	46	338	4.8
Fail to Report	2	14	19	28	21	16	40	69	40	23	9	10	30	321	4.5
Unregistered Vehicle	1	4	2	5	8	10	40	39	27	21	9	13	11	190	2.7
Improper Turn	0	11	5	9	7	4	17	18	19	16	20	14	17	157	2.2
Fail to Remain at Scene	1	4	3	5	8	6	24	33	23	16	3	2	18	146	2.1
Improper Lane Change	1	2	8	7	4	6	16	17	11	18	8	12	22	132	1.9
24-Hour Suspension	0	4	4	6	7	10	28	27	14	7	7	2	14	130	1.8
Driving While Disqualified	1	0	2	7	3	5	14	36	27	10	1	2	9	117	1.7
Unsafe Backing	0	2	3	6	2	0	6	16	12	8	10	8	7	80	1.1
Dangerous Driving	4	2	4	2	8	2	13	22	7	8	1	1	3	77	1.1
Fail to Yield to Pedestrian	0	2	6	0	3	2	3	9	10	6	1	2	5	49	0.7
Passing When Unsafe	2	2	1	2	2	1	6	5	1	1	3	2	1	29	0.4
Driving Left of Centre	0	4	0	1	2	0	2	3	1	3	2	2	1	21	0.3
Not Using Seatbelt	0	3	2	1	3	3	1	4	2	0	0	1	0	20	0.3
Stunting	0	1	1	2	3	1	1	2	3	1	0	1	2	18	0.3
Passing on Right	0	1	1	0	0	0	2	2	3	1	2	0	0	12	0.2
Fail to Signal	0	1	0	0	1	1	0	3	0	2	0	1	2	11	0.2
Wrong Way on a One-Way Street	0	0	0	0	0	0	1	3	0	1	1	1	1	8	0.1
Criminal Negligence	1	0	0	0	3	0	0	2	1	1	0	0	0	8	0.1
Improper Parking	1	0	0	0	0	0	1	1	1	0	0	0	1	5	0.1
Lights, Tires, Windshield, Bumper*	0	1	0	0	0	0	2	1	0	0	0	0	1	5	0.1
Inadequate Brakes	0	0	2	0	0	0	0	1	0	0	0	0	0	3	0.0
Pass School Bus When Forbidden	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	62	323	336	383	327	284	912	1,338	861	702	413	475	667	7,083	100

* Defective or unauthorized

Number of Occurrences of Driver Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	34	280	324	353	301	272	905	1,365	987	947	632	728	1,065	8,193	60.6
Driver Inexperience/Confusion	50	247	168	113	95	72	198	241	145	119	64	79	81	1,672	12.4
Distracted	6	48	74	73	51	51	139	231	135	128	91	72	85	1,184	8.8
Impaired	4	12	21	36	49	44	137	212	129	90	33	16	106	889	6.6
Had Been Drinking	5	14	20	38	41	31	133	154	88	59	26	8	100	717	5.3
Other Human Conditions	3	10	10	12	18	11	35	58	48	43	29	56	73	406	3.0
Fell Asleep	1	5	18	16	16	4	30	29	25	15	10	11	8	188	1.4
Extreme Fatigue	1	1	6	5	4	3	11	18	13	5	4	2	8	81	0.6
Lost Consciousness/Illness	0	0	1	3	2	0	2	2	6	16	10	14	4	60	0.4
Physical/Medical Disability	0	1	0	2	1	1	1	1	4	10	4	24	2	51	0.4
Drugs (Prescription or Illegal)	1	2	2	2	2	2	2	10	5	5	3	4	6	46	0.3
Defective Eyesight/Hearing	0	0	1	0	0	0	0	4	1	2	1	20	1	30	0.2
Total	105	620	645	653	580	491	1,593	2,325	1,586	1,439	907	1,034	1,539	13,517	
%	0.8	4.6	4.8	4.8	4.3	3.6	11.8	17.2	11.7	10.6	6.7	7.6	11.4	100	

Driver Factors – SECTION 5

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	6	0	48	50	104
16	0	0	0	0	987	0	43	44	1,074
17	0	0	0	0	1,109	0	26	55	1,190
18	5	0	1	0	1,193	0	39	83	1,321
19	20	0	1	3	1,051	0	39	113	1,227
20	19	0	0	11	1,098	0	26	100	1,254
21-24	209	5	20	32	3,380	0	73	402	4,121
25-34	684	22	49	101	5,566	0	119	835	7,376
35-44	700	35	40	140	4,339	0	53	603	5,910
45-54	842	53	73	110	4,019	0	17	632	5,746
55-64	496	41	56	83	2,653	0	7	380	3,716
65 and Over	135	23	19	18	2,538	0	0	235	2,968
Not Stated	1	0	0	0	6	0	0	6,944	6,951
Drivers In Collisions	3,111	179	259	498	27,945	0	490	10,476	42,958
Total Licensed Drivers	53,586	2,582	4,958	6,904	622,983	0	30,796	0	721,809
Relative Risk *	0.98	1.16	0.88	1.21	0.75	0.00	0.27	N/A	1.00

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg

Class 2 - operators of buses having a seating capacity in excess of 24 passengers

Class 3 - operators of trucks with more than two axes that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg

Class 4 - operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers

Class 5 - operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire

Class 6 - operators of motorcycles

Class 7 - Class 5 operators, operating as a learner

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Under 16	174	175	147	128	136	118	102	143	117	104
16	1,962	1,708	1,433	1,409	1,354	1,236	1,303	1,323	1,306	1,074
17	1,949	1,752	1,352	1,221	1,247	1,356	1,407	1,454	1,356	1,190
18	1,778	1,642	1,396	1,311	1,302	1,327	1,465	1,465	1,397	1,321
19	1,515	1,354	1,225	1,288	1,215	1,229	1,304	1,438	1,440	1,227
20	1,398	1,259	1,066	1,096	1,100	1,117	1,184	1,230	1,330	1,254
21-24	4,175	3,699	3,437	3,428	3,625	3,689	3,970	4,228	4,304	4,121
25-34	6,974	5,937	5,139	5,663	5,593	6,002	6,582	7,161	7,867	7,376
35-44	7,385	6,154	5,229	5,360	5,147	5,283	5,651	5,736	6,119	5,910
45-54	5,740	4,963	4,239	4,577	4,904	5,100	5,584	5,734	6,050	5,746
55-64	2,974	2,664	2,323	2,556	2,721	2,845	3,177	3,435	3,812	3,716
65 and Over	3,689	3,065	2,570	2,564	2,467	2,706	2,723	2,744	3,047	2,968
Not Stated	2,432	2,480	2,458	2,317	2,582	3,101	4,342	5,376	6,249	6,951
Drivers In Collisions	42,145	36,852	32,014	32,918	33,393	35,109	38,794	41,467	44,394	42,958

Driver Factors – SECTION 5

Driver Factors - Section 5

Convictions – 2005 to 2010

Table 5.11

OFFENCE	2005	2006	2007	2008	2009	2010	Avg/yr
Exceed Speed Limit	56,080	48,725	53,982	57,888	56,348	56,622	54,941
Driver Fail to Wear Seatbelt	8,458	8,433	8,378	8,697	7,135	6,575	7,946
Fail to Stop or Proceed Before Safe	5,488	5,171	5,555	6,587	6,731	5,968	5,917
Inappropriate or No Licence	4,829	4,688	4,824	6,168	6,624	6,363	5,583
Disobey Red Light (Camera)	2,373	3,020	4,112	6,369	7,504	8,072	5,242
Drive Unregistered Vehicle	3,460	3,470	3,597	3,991	4,570	5,119	4,035
Without Due Care or Reasonable Consideration	1,859	1,886	1,935	1,986	2,104	2,000	1,962
Disobey Red Light	2,279	1,416	1,432	2,069	1,793	1,779	1,795
Exceed Speed Limit in School Zone	419	1,124	1,804	2,242	2,304	2,749	1,774
Drive While Licence Suspended or Cancelled, or Refused Issue	1,351	1,425	1,522	1,555	1,604	1,653	1,518
Disobey Licence Endorsement or Restriction	307	534	937	1121	1645	1631	1,029
Stunting	749	721	730	788	730	610	721
Proceed Contrary to Signage	761	420	398	552	887	1,077	683
U-Turn at Traffic Lights	783	520	608	741	585	751	665
Exceed a Safe, Reasonable Speed	534	592	607	688	838	688	658
Turn Left Across Traffic	458	441	666	726	792	830	652
Drive While Passenger Unrestrained	512	539	640	790	745	671	650
Fail to Report Accident	555	460	484	812	777	807	649
Disobey Traffic Control Device	552	673	728	618	631	421	604
Follow Too Closely	517	512	515	582	545	552	537
Exceed Speed Limit by More Than 50 km/h	299	456	473	511	578	463	463
Fail to Yield or Proceed Before Safe	413	419	420	415	390	397	409
Unauthorized Use of Registration or Licence Plate	255	284	319	417	519	573	395
Fail to Produce Licence or Registration	334	338	471	486	319	291	373
Disobey Amber Light	428	258	333	333	323	336	335
Exceed 60 km/h When Passing Emergency Vehicle	359	258	308	198	245	289	276
Using Electronic Communication Equipment While Driving	0	0	0	0	0	1,622	270
Weight/Dimension Permit Violation	0	0	114	321	315	862	269
Illegal U-Turn	273	281	272	154	274	196	242
Improper Turn	238	239	245	199	235	224	230
Insufficient Signalling	196	175	185	277	305	241	230
Unsafe Backing	243	152	204	250	194	178	204
Fail to Display Licence Plate, Stickers or Permit	239	207	185	164	189	162	191
Drive Left of Centre	209	147	154	190	190	188	180
Exceed 60 km/h When Passing Highway Worker/Vehicle	91	256	222	200	110	163	174
Fail to Yield to Pedestrian	136	126	139	166	168	279	169
Fail to Yield to Driver on the Right	143	149	176	210	170	156	167
Change Lanes When Unsafe	130	99	141	179	222	206	163
Excessive Noise	153	131	121	132	88	83	118
Log Not Up To Date Or In Possession	0	0	112	153	172	231	111
Headlamps Not Illuminated	114	62	47	133	130	161	108
Drive While Disqualified (TSA)	0	0	0	1	1	604	101
Pass When Unsafe	108	114	133	101	76	61	99
Pass to the Right	86	86	109	115	96	96	98
Light Equipment Causing Out Of Service	0	0	1	1	61	478	90
Fail to Yield When Entering Highway	50	80	95	115	118	72	88
Contest of Speed	15	70	103	116	127	73	84
Cross Solid Line	69	73	76	97	90	77	80
Disobey School Bus Signal	80	47	62	64	69	106	71
Fail to Stop for Railway Crossing Signal	53	62	73	85	69	50	65
Disobey Flashing Red Light	114	47	61	69	41	47	63
Obstructed View	44	24	38	74	99	98	63
False Statement	15	10	55	102	112	72	61
Drive While on 24-hour Suspension	48	59	60	48	69	74	60
Improperly Equipped Motorcycle Rider	63	34	81	100	30	19	55
Overweight Vehicle	0	0	58	68	81	89	49
Light Equipment Not Causing Out Of Service	0	0	108	58	23	104	49

Driver Factors – SECTION 5

Convictions – 2005 to 2010

Table 5.11

OFFENCE	2005	2006	2007	2008	2009	2010	Avg/yr
No Inspection As Required	0	0	39	60	84	99	47
Fail to Yield to Traffic	26	22	58	60	47	60	46
Brakes Causing Out Of Service	0	0	15	15	81	151	44
Fail to Yield to Emergency Vehicle	33	19	32	52	66	49	42
Fail to Yield When Leaving Lane or Alley	26	33	40	52	49	45	41
Defect Causing Out Of Service	0	0	18	13	33	170	39
Drive Left of Median	44	13	41	47	44	41	38
Dangerous Goods Violation	0	0	61	36	49	57	34
Improper Lane Use	80	64	30	7	13	9	34
Allow Rider on Vehicle Exterior	59	25	32	30	15	32	32
Improperly Equip Veh Not Causing Out Of Service	0	0	1	0	0	191	32
Improper Stopping on Highway or Street	28	29	32	31	32	30	30
Deface or Alter Licence, Registration or Licence Plate	23	28	45	29	27	17	28
Missing/Inadqt Equip Not Causing Out Of Service	0	0	29	49	49	33	27
Drive Over Median	28	12	23	24	28	31	24
Insecure Load	5	8	28	33	42	28	24
Drive While Licence Plate Obstructed	2	7	21	26	45	42	24
Fail to Stop for Peace Officer	0	1	21	36	43	35	23
Inadequate Brakes Not Causing Out Of Service	0	0	86	35	8	0	22
Improper Or Inappropriate Lighting Devices	0	0	1	1	4	116	20
Littering on Highway	22	11	15	21	27	20	19
Fail to Dim Headlamps	14	8	14	26	21	24	18
Fail to Mark Stationary Vehicle or Obstruction	38	36	6	7	5	8	17
Fail to Yield on Green Arrow	27	26	26	12	7	2	17
Fail to Stop for Level Railway Crossing	1	15	5	44	17	11	16
Produce Another Driver's Licence	3	9	19	25	19	12	15
Disobey Directions of Flag Person or Peace Officer	10	3	20	26	14	12	14
Mudguards Not Causing Out Of Service	0	0	10	8	12	40	12
Enter or Leave Controlled Access Highway Unlawfully	10	2	4	16	18	8	10
Oversize Vehicle	0	0	25	15	13	4	10
Other	56	76	179	135	178	223	141
Total	97,857	89,960	100,184	112,243	112,280	115,959	104,747

Criminal Code Convictions – 2005 to 2010

Table 5.12

	2005	2006	2007	2008	2009	2010	Avg/yr
Over 80 mg Alcohol In Blood	2574	2481	2678	2781	2982	2750	2,708
Drive While Disqualified (TSA)	1021	973	947	1055	901	748	941
Impaired Driving	733	760	693	903	863	860	802
Drive While Disqualified (C.C.)	634	576	534	586	564	552	574
Fail to Comply With A Demand	170	145	154	166	171	177	164
Dangerous Driving	130	126	127	158	136	128	134
Leave Scene of Accident	100	73	78	112	94	73	88
Flight	84	90	80	86	84	68	82
Impaired Driving Causing Bodily Harm	31	37	37	50	32	30	36
Dangerous Driving Causing Bodily Harm	10	24	18	27	26	23	21
Fail To Stop For Police Officer (TSA)	34	23	5	0	1	0	11
Impaired Driving Causing Death	2	5	12	7	6	8	7
Dangerous Driving Causing Death	5	7	7	6	1	11	6
Over 80 mg Alcohol Causing Injury	0	0	0	0	11	12	4
Criminal Negligence Causing Injury	1	4	2	4	1	0	2
Criminal Negligence Causing Death	2	0	1	0	1	1	1
Leave Scene of Accident Causing Injury	0	0	0	0	2	1	1
Flight Causing Death	0	0	0	0	1	1	0
Leave Scene of Accident Causing Death	0	0	0	0	1	1	0
Flight Causing Injury	0	0	0	1	0	0	0
Manslaughter	0	0	0	0	0	1	0
Total	5,531	5,324	5,373	5,942	5,878	5,445	5,582

Driver Factors – SECTION 5

Convictions, Licensed Drivers and Drivers in Collisions by Age

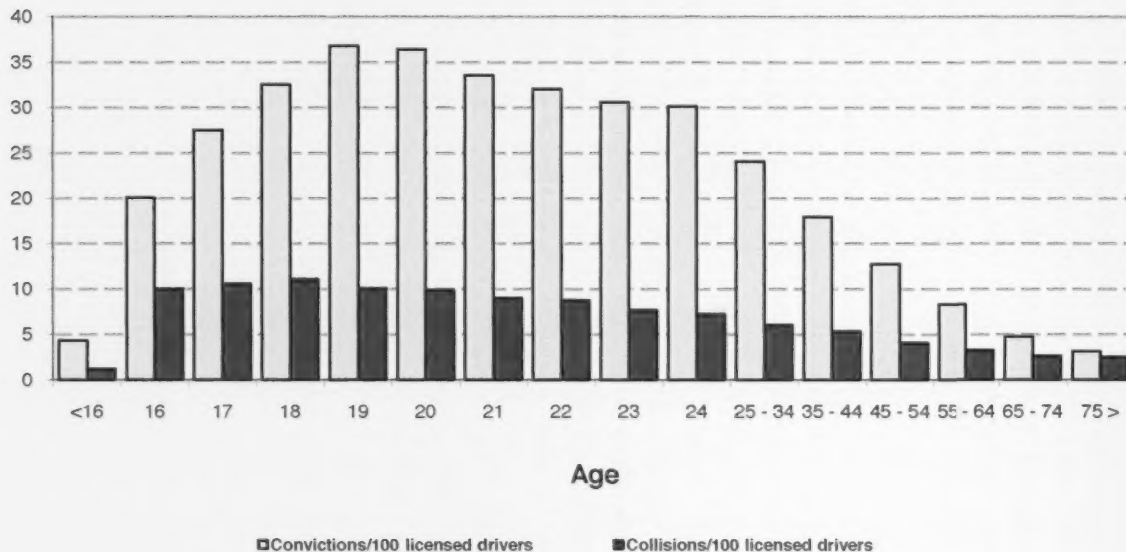
Table 5.13

Age	Convictions*	Licensed Drivers	Drivers in Collisions	Convictions/100 licensed drivers	Collisions/100 licensed drivers	Conviction Risk	Collision Risk
<16	370	8,588	104	4.31	1.21	0.27	0.20
16	2,161	10,772	1,074	20.06	9.97	1.25	1.68
17	3,092	11,248	1,190	27.49	10.58	1.71	1.78
18	3,885	11,940	1,321	32.54	11.06	2.03	1.86
19	4,481	12,182	1,227	36.78	10.07	2.29	1.69
20	4,627	12,693	1,254	36.45	9.88	2.27	1.66
21	4,283	12,769	1,147	33.54	8.98	2.09	1.51
22	4,005	12,515	1,092	32.00	8.73	1.99	1.47
23	3,856	12,614	970	30.57	7.69	1.90	1.29
24	3,813	12,660	912	30.12	7.20	1.87	1.21
25 - 34	29,280	121,763	7,376	24.05	6.06	1.50	1.02
35 - 44	19,893	110,893	5,910	17.94	5.33	1.12	0.90
45 - 54	17,966	140,796	5,746	12.76	4.08	0.79	0.69
55 - 64	9,550	114,949	3,716	8.31	3.23	0.52	0.54
65 - 74	3,148	65,689	1,723	4.79	2.62	0.30	0.44
75 >	1,549	49,738	1,245	3.11	2.50	0.19	0.42
Not Stated			6,951				
Total	115,959	721,809	42,958	16.07	5.95	1.00	1.00

* Does not include Criminal Code convictions

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

Contents:

	Page
Table 6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	43
6.2 Number of Vehicles in Collisions by Vehicle Type and Road System	43
6.3 Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	44
6.4 Number of Vehicles by Pre-Collision Vehicle Action and Severity	44
6.5 Collisions Involving Dangerous Goods	45
6.6 Truck Collisions by Year	45
6.7 Trucks Involved in Collisions by Truck Type	45
6.8 Motorcycle/Moped/Power Cycle Collisions by Year	46
6.9 Vehicle Registrations (Insured Year)	46

Vehicle Factors

There were 47,153 vehicles involved in the 28,798 collisions during 2010. This is an average of 1.64 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 50.6% of vehicles in all collisions and 35.7% of the vehicles in fatal collisions.
- Pickup trucks accounted for 22.5% of vehicles in all collisions and 24.4% of vehicles in fatal collisions.
- Large trucks represented 3.3% of vehicles involved in all collisions and 14.5% of vehicles in fatal collisions. Research has shown that in 78% of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 308 crashes involving a motorcycle/moped/power cycle in 2010. These incidents resulted in 202 injuries and five deaths.

Tables 6.6 to 6.8 show historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Vehicle Factors – SECTION 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	19,729	4,039	79	23,847	50.6
Pickup Trucks	8,992	1,555	54	10,601	22.5
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	5,213	1,714	40	6,967	14.8
Not Stated	3,004	46	0	3,050	6.5
Semi-Trailer Power Unit	875	199	26	1,100	2.3
Trucks > 4,500 kg	388	76	6	470	1.0
Motorcycle	120	183	5	308	0.7
Other Vehicle	173	10	0	183	0.4
Bicycle*	37	126	2	165	0.3
Transit Bus (Urban)	87	20	0	107	0.2
School Bus - Standard Large Type	55	15	1	71	0.2
Construction/Maintenance Equipment	47	8	0	55	0.1
Snowmobile *	15	26	2	43	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	4	35	4	43	0.1
Motorhome	24	4	0	28	0.1
Ambulance/Police/Fire	19	8	0	27	0.1
Unregistered Farm Equipment	15	10	1	26	0.1
Other Bus - Unspecified/Private	22	2	0	24	0.1
Inter-City Bus	18	3	1	22	0.0
School Bus - Van Type	12	1	0	13	0.0
Moped/Powered Bicycle	0	3	0	3	0.0
Total	38,849	8,083	221	47,153	100

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	19,152	3,352	986	357	23,847	50.6
Pickup Trucks	6,498	2,537	1,171	395	10,601	22.5
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	5,110	1,306	378	173	6,967	14.8
Not Stated	2,919	63	22	46	3,050	6.5
Semi-Trailer Power Unit	374	568	139	19	1,100	2.3
Trucks > 4,500 kg	251	128	80	11	470	1.0
Motorcycle	226	66	10	6	308	0.7
Other Vehicle	175	5	3	0	183	0.4
Bicycle*	163	0	0	2	165	0.3
Transit Bus (Urban)	106	1	0	0	107	0.2
School Bus - Standard Large Type	51	16	2	2	71	0.2
Construction/Maintenance Equipment	30	12	11	2	55	0.1
Snowmobile *	8	8	20	7	43	0.1
Off-Highway Vehicle (3 or 4 Wheel ATVs) *	10	7	14	12	43	0.1
Motorhome	17	10	0	1	28	0.1
Ambulance/Police/Fire	19	5	3	0	27	0.1
Unregistered Farm Equipment	2	12	11	1	26	0.1
Other Bus - Unspecified/Private	18	5	0	1	24	0.1
Inter-City Bus	22	0	0	0	22	0.0
School Bus - Van Type	11	1	1	0	13	0.0
Moped/Powered Bicycle	3	0	0	0	3	0.0
Total	35,165	8,102	2,851	1,035	47,153	100

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if there was contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck, van and SUV are involved in 88% of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Vehicle Factors – SECTION 6

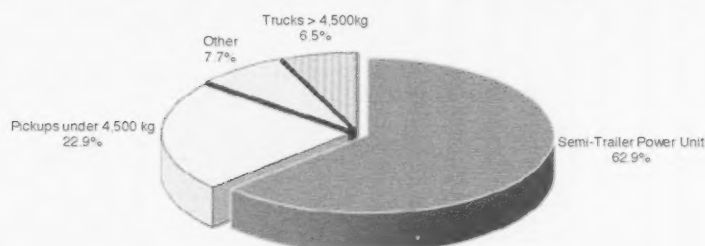
**Number of Vehicles in Collisions Involving Trailers
by Vehicle Type and Type of Towed Trailer**

Table 6.3

Vehicle Type	No Trailer	Recreation	Utility	Farm	Maint/Const	Towed Vehicle	Single Semi	A* Train	C* Train	B* Train	Over Sized	Other	Not Stated	Trailer Total	%
Semi-Trailer Power Unit	349	4	2	13	15	1	376	48	30	56	3	20	183	751	62.9
Pickup Trucks	10,327	57	73	25	18	10	5	0	1	3	0	1	81	274	22.9
Trucks > 4,500 kg	392	3	5	5	9	4	31	6	1	2	0	2	10	78	6.5
Not Stated	3,025	5	2	1	0	0	2	0	0	0	0	1	14	25	2.1
Panel Van/Mini Van/SUV	6,943	4	9	0	1	1	3	0	0	0	0	0	6	24	2.0
Automobile (passenger car)	23,824	5	9	1	0	0	3	1	0	0	0	0	4	23	1.9
Other Vehicle	779	2	2	0	0	1	0	0	0	0	0	0	7	12	1.0
Farm Equipment	22	0	0	2	0	2	0	0	0	0	0	0	0	4	0.3
Motorhome	26	0	0	0	0	1	0	0	0	0	0	0	1	2	0.2
Bus - All Types	272	0	0	0	0	0	0	0	0	0	0	0	1	1	0.1
Const./Maintenance Equip.	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	45,959	80	102	47	43	20	420	55	32	61	3	24	307	1,194	100

* An "A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	20,476	4,969	185	25,630	54.4
Not Stated	4,324	99	0	4,423	9.4
Parked Legally	3,759	122	2	3,883	8.2
Turning Left	3,028	811	11	3,850	8.2
Stopped in Traffic (incl. mechanical breakdown)	1,439	852	3	2,294	4.9
Slowing or Stopping on the Roadway (decelerating)	1,586	501	5	2,092	4.4
Turning Right	1,283	252	4	1,539	3.3
Reversing	885	54	0	939	2.0
Changing Lanes	560	57	0	617	1.3
Starting in Traffic (accelerating)	296	112	0	408	0.9
Merging	278	80	1	359	0.8
Other	261	30	0	291	0.6
Overtaking, Passing on Left or Right	163	92	9	264	0.6
Starting from Parked Position, Leaving Roadside	150	16	1	167	0.4
Making U-Turn	139	19	0	158	0.3
Parked Illegally	138	9	0	147	0.3
Entering Parked Position, Stopping On Roadside	84	8	0	92	0.2
Total	38,849	8,083	221	47,153	100

Vehicle Factors – SECTION 6

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled		Total	% Spilled	% of
	Yes	No			Total
Class 1 Explosives	0	0	0	0.0	0.0
Class 2 Compressed Gases	0	3	3	0.0	42.9
Class 3 Flammable Liquids	2	0	2	100.0	28.6
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	1	0	1	100.0	14.3
Class 6 Poisonous & Infectious Substances	0	0	0	0.0	0.0
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	0	0	0	0.0	0.0
Class 9 Miscellaneous Substances	1	0	1	100.0	14.3
Total	4	3	7	57.1	100
% of Total	57.1	42.9	100.0		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions				Number Injured	Number Killed
		Property Damage Only	Personal Injury	Fatal	Total		
1999	1,298	967	269	22	1,258	391	32
2000	1,461	1,070	313	37	1,420	491	40
2001	1,445	1,079	288	33	1,400	411	35
2002	1,284	948	286	21	1,255	384	26
2003	1,378	1,021	286	26	1,333	407	28
2004	1,404	1,041	285	21	1,347	423	29
2005	1,510	1,131	304	32	1,467	423	35
2006	1,582	1,193	302	30	1,525	427	35
2007	1,604	1,245	283	28	1,556	399	30
2008	1,601	1,260	272	19	1,551	377	25
2009	1,596	1,259	264	23	1,546	370	26
2010	1,570	1,206	263	31	1,500	385	34

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks			Articulated/Tractor-Trailer Trucks		
	Property Damage Only	Personal Injury	Fatal	Property Damage Only	Personal Injury	Fatal
1999	376	81	5	624	192	20
2000	385	100	5	717	219	35
2001	395	88	7	717	211	27
2002	337	96	3	633	195	20
2003	403	102	4	653	193	23
2004	407	95	4	669	211	18
2005	454	117	6	713	193	27
2006	493	101	5	745	211	27
2007	564	109	11	713	185	22
2008	542	122	4	764	153	16
2009	545	103	3	750	175	20
2010	388	76	6	875	199	26

Vehicle Factors – SECTION 6

Motorcycle/Moped/Power Bicycle Collisions by Year

Table 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	133	2	203	151	2
2001	95	122	3	220	137	3
2002	67	118	3	188	130	3
2003	61	168	2	231	182	4
2004	66	156	2	224	172	2
2005	91	144	4	239	156	4
2006	97	189	5	291	204	5
2007	106	192	8	306	208	9
2008	133	205	5	343	233	5
2009	119	191	2	312	204	2
2010	118	185	5	308	202	5

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2006	2007	2008	2009	2010
Passenger Cars - excludes special use	324,837	325,933	330,784	328,014	317,226
Sport Utility Vehicles	63,480	73,899	88,002	100,961	112,986
Light Private Trucks - <5,001 kg Class PV	149,083	159,030	171,735	181,484	179,154
Vans (light & heavy, commercial & private)	82,405	83,540	83,955	82,113	78,985
Commercial & Farm Straight Trucks	108,463	107,654	108,001	108,247	117,797
Truck Tractors (semi power units)	14,280	15,514	16,701	17,792	19,453
School Buses - bus use only Class PS	2,968	3,010	2,996	3,044	2,999
Transit Buses - Class PC	352	360	388	394	366
Inter-City, Tour & Private Buses	500	511	538	588	551
Motorcycles	7,811	8,869	10,325	11,119	11,767
Pedal Cycles	47	18	16	14	16
Motorhomes	5,103	5,242	5,261	5,397	5,414
Ambulance	250	261	277	286	291
Hearse	114	124	128	129	138
Police - all vehicles with police use	585	617	628	659	506
Taxis	689	713	707	711	693
Trailers (commercial, private & farm)	129,722	140,429	156,518	169,340	177,927
Snowmobiles	4,532	5,386	5,792	6,240	5,787
Other - no assigned vehicle type	39	46	62	70	0
Total Insured Years (including trailers)	895,260	931,156	982,814	1,016,602	1,032,056
Total Motor Vehicles	761,006	785,341	820,504	841,022	848,341

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

Contents:

		Page
Figure	7.1 Fatal Classification	49
	7.2 Injury Classification	49
	7.3 Severity of Injury by Safety Restraint Use	51
Table	7.1 Victims Injured by Road User Class and Age Group	50
	7.2 Victims Killed by Road User Class and Age Group	50
	7.3 Victims Injured or Killed by Road User Class and Gender	50
	7.4 Vehicle Occupants by Injury Class and Safety Restraints Used	51
	7.5 Vehicle Occupants by Injury Class and Age Group	52
	7.6 Definitions – Injury Classifications and Vehicle Occupants	52

Victims and Safety Restraints

TAIS captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 14.3% of the time, compared to 1.5% of the time for those using restraints.

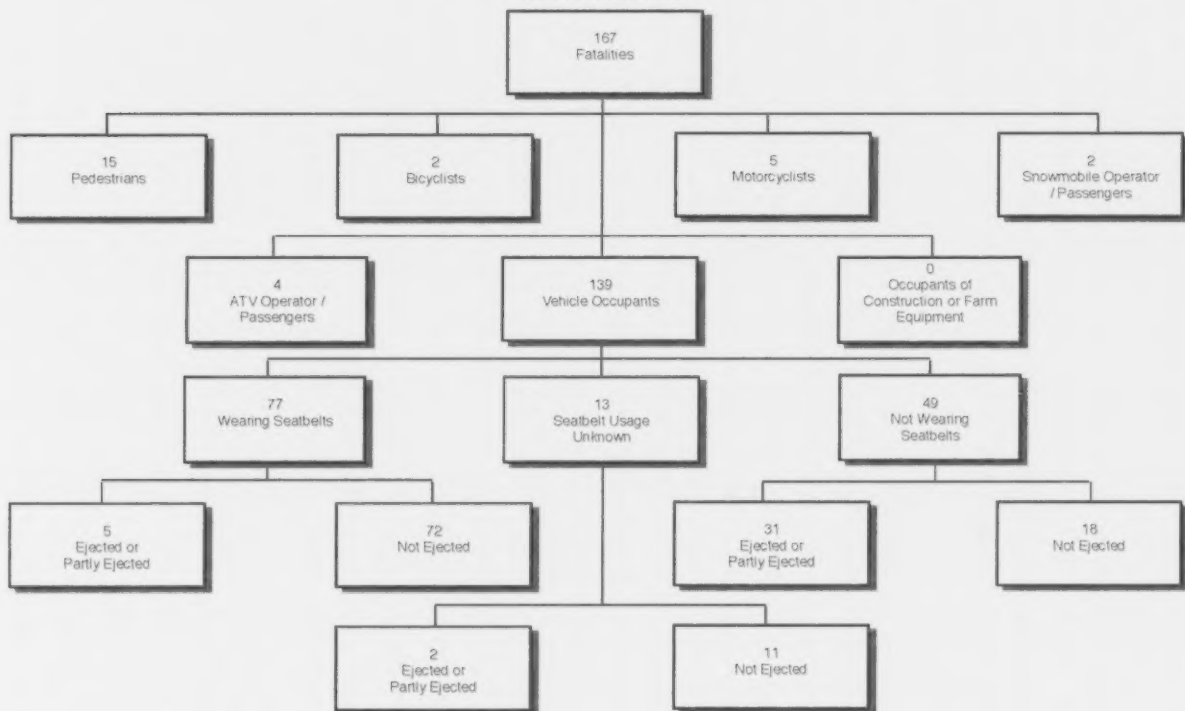
In September 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2009 to 2010 report a national average of 95.3% and a rate of 96.8% in Saskatchewan. The complete results of the Canadian survey can be referenced in table 12.2 on page 123.

Victims and Safety Restraints – SECTION 7

Fatalities Classification

(Jan. 1 to Dec. 31, 2010)

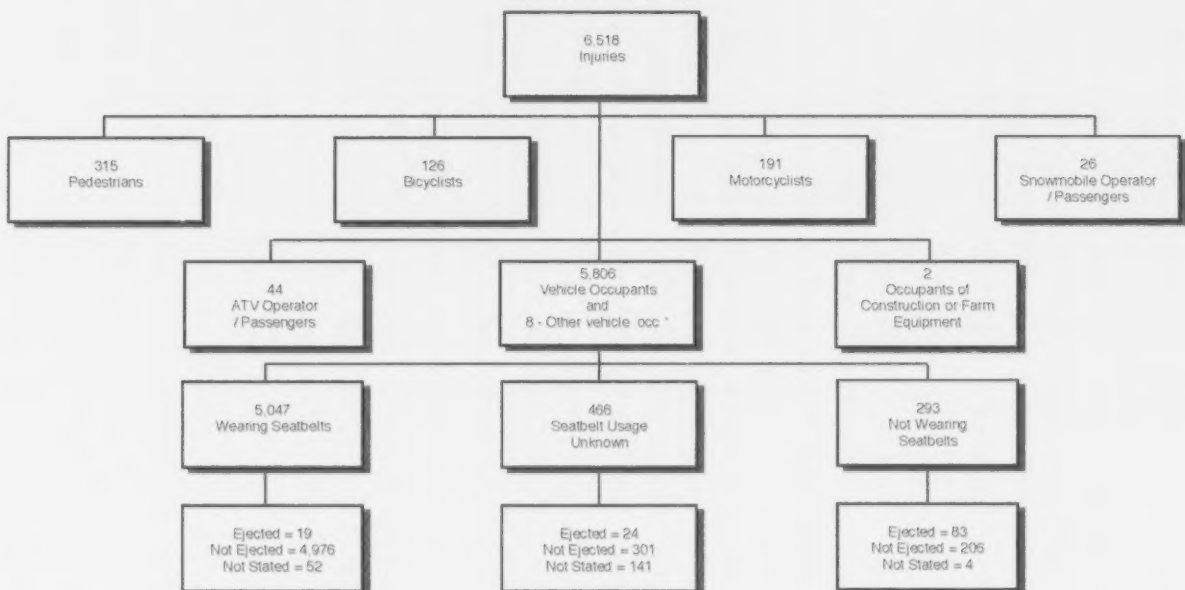
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2010)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims and Safety Restraints – SECTION 7

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	2	0	516	528	744	653	569	376	307	212	3,907	59.9
Motor Vehicle Passenger	67	229	425	267	288	162	161	115	116	69	1,899	29.1
Pedestrian	10	45	47	36	46	26	35	22	33	15	315	4.8
Motorcycle Driver/Passenger	0	3	15	28	28	34	39	29	3	12	191	2.9
Bicyclist*	2	34	18	18	10	25	10	3	2	4	126	1.9
ATV Operator/Passenger*	1	8	8	8	8	4	3	2	1	1	44	0.7
Snowmobile Driver/Passenger*	0	1	5	5	3	3	7	1	0	1	26	0.4
Other Occupants	0	0	1	0	1	2	2	0	0	1	7	0.1
Occ. of Farm or Const. Equip.	0	0	0	2	0	0	0	0	0	0	2	0.0
Not Stated	0	0	0	0	0	1	0	0	0	0	1	0.0
Total	82	320	1,035	892	1,128	910	826	548	462	315	6,518	100

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	11	15	15	11	12	13	13	0	90	53.9
Motor Vehicle Passenger	0	3	11	12	6	7	0	2	8	0	49	29.3
Pedestrian	1	1	2	3	1	1	2	2	2	0	15	9.0
Motorcycle Driver/Passenger	0	0	0	1	0	0	3	1	0	0	5	3.0
ATV Operator/Passenger*	0	0	1	0	0	1	0	0	2	0	4	2.4
Bicyclist*	0	1	1	0	0	0	0	0	0	0	2	1.2
Snowmobile Driver/Passenger*	0	0	0	0	0	1	0	0	0	1	2	1.2
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Other Occupants	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	5	26	31	22	21	17	18	25	1	167	100

Victims Injured or Killed by Road User Class and Gender

Table 7.3

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,818	2,089	0	3,907	59	31	0	90
Motor Vehicle Passenger	714	1,153	32	1,899	32	17	0	49
Pedestrian	167	141	7	315	9	6	0	15
Motorcycle Driver/Passenger	158	32	1	191	5	0	0	5
Bicyclist*	86	34	6	126	1	0	1	2
ATV Operator/Passenger*	27	17	0	44	4	0	0	4
Snowmobile Driver/Passenger*	23	3	0	26	1	1	0	2
Other Occupants	6	1	0	7	0	0	0	0
Occ. of Farm or Const. Equip.	2	0	0	2	0	0	0	0
Not Stated	1	0	0	1	0	0	0	0
Total	3,002	3,470	46	6,518	111	55	1	167

*TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Victims and Safety Restraints – SECTION 7

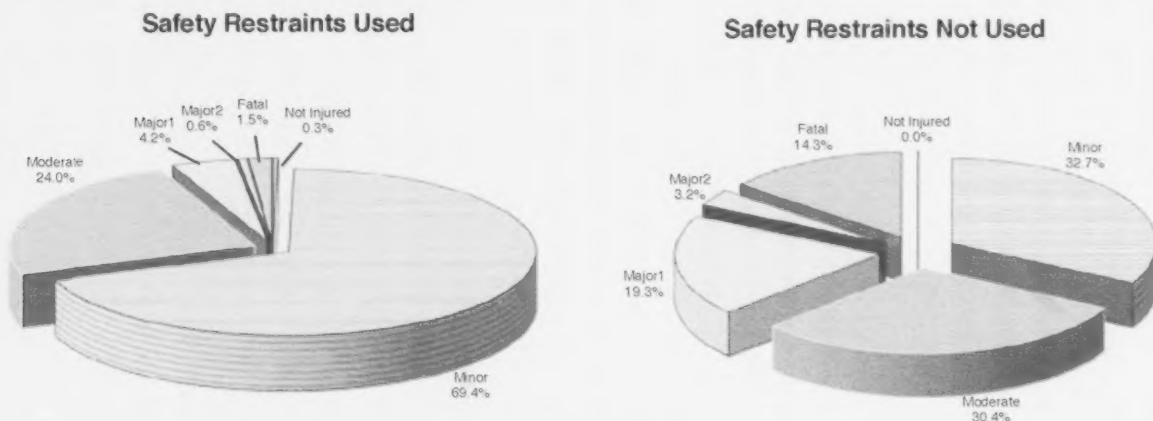
Vehicle Occupants by Injury Class and Safety Restraints Used

Table 7.4

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or Improperly used	Not Stated	Total	%
Not Injured	11	0	0	2	1	2	0	46,427	46,443	88.7
Minor	2,862	661	8	23	2	12	112	314	3,994	7.6
Moderate	925	299	0	7	1	1	104	116	1,453	2.8
Major 1	143	68	1	2	0	0	66	28	308	0.6
Major 2	22	10	0	0	0	0	11	8	51	0.1
Fatal	46	31	0	0	0	0	49	13	139	0.3
Total	4,009	1,069	9	34	4	15	342	46,906	52,388	100

Severity of Injury by Safety Restraint Use

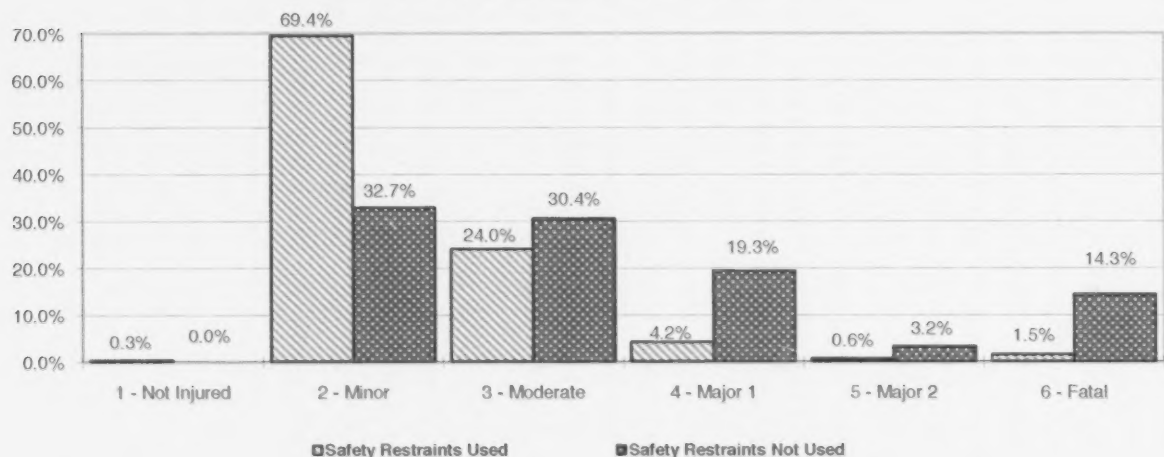
Figure 7.3



Note:

The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Victims and Safety Restraints – SECTION 7

Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not	Age Group								Total
	Stated	0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	2	3	2	0	0	5	1	1	2	16
Minor	169	47	79	109	1,073	1,857	87	49	98	3,568
Moderate	44	8	19	46	347	669	23	21	56	1,233
Major 1	0	4	2	7	56	117	8	5	15	214
Major 2	0	0	1	3	7	16	1	3	1	32
Fatal	0	0	0	2	19	39	6	4	7	77
Total	215	62	103	167	1,502	2,703	126	83	179	5,140

Restraints Not Used

Injury Class	Not	Age Group								Total
	Stated	0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	0	0	0	0	0	0	0	0	0	0
Minor	1	2	2	6	66	33	0	0	2	112
Moderate	1	1	1	4	57	39	0	0	1	104
Major 1	1	1	1	2	30	30	0	1	0	66
Major 2	0	0	0	0	8	3	0	0	0	11
Fatal	0	0	2	2	23	18	0	1	3	49
Total	3	4	6	14	184	123	0	2	6	342

Restraint Use Not Stated

Injury Class	Not	Age Group								Total
	Stated	0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	46,366	0	0	1	16	35	4	2	3	46,427
Minor	55	4	2	6	87	148	3	5	4	314
Moderate	9	1	5	4	45	45	1	4	2	116
Major 1	0	1	4	3	8	12	0	0	0	28
Major 2	1	0	0	0	3	4	0	0	0	8
Fatal	0	0	0	0	5	8	0	0	0	13
Total	46,431	6	11	14	164	252	8	11	9	46,906

Injury Classification

Table 7.6

- 1 Not Injured no visible signs or any complaint of injury
- 2 Minor minor complaint of injury by victim, but no apparent incapacitation
- 3 Moderate an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
- 4 Major 1 an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
- 5 Major 2 an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
- 6 Fatal death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

- Vehicle Occupant driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

Contents:

		Page
Table	8.1 2010 Fatal Collisions Summary	55
	8.2 2010 Listing of Fatal Collisions	57

Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 145 fatal collisions that occurred during 2010.

Deaths of unbelted occupants

- Forty-nine unbelted vehicle occupants were killed in 2010. This represents 35% of all vehicle occupant deaths.

Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	1	3
16-24	14	8
25-54	9	4
55 and older	7	3

Deaths of belted occupants

- Seventy-seven belted vehicle occupants were killed in 2010. This represents 55% of all vehicle occupant deaths.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	1	1
16-24	11	8
25-54	19	11
55 and older	19	7

Deaths where seatbelt use was not known

Age and gender of those where seatbelt use was not known.

Age of victim	Male	Female
Under 16	0	0
16-24	5	0
25-54	5	3
55 and older	0	0

Fatal Collisions – SECTION 8

2010 Fatal Collisions Summary

Table 8.1

SUMMARY: For the year ending Dec. 31, 2010, there were 167 traffic fatalities in Saskatchewan. They consisted of 90 drivers and 49 passengers, 15 pedestrians, 5 motorcyclists, 4 ATV operators, 2 snowmobile operators, and 2 bicyclists.

1. Pedestrian Summary:

- 15 pedestrian deaths
- 7 on urban streets
- 6 on provincial highways
- 2 on First Nations land
- In five of the cases, the pedestrian had been drinking, and in seven cases, pedestrian action was listed as a contributing factor in the incident

2. All Terrain Vehicle Summary:

- 4 ATV operator deaths
- All four occurred on designated grid roads

3. Motorcyclist Summary:

- Five motorcyclists were killed in 2010
- One was killed on an urban street and four on a provincial highway
- All of the crashes were attributed to the action of the motorcyclist and in one case the motorcyclist had been drinking

4. Vehicle Occupant Summary:

- In 2010, there were 139 vehicle occupant deaths; 77 were using safety restraints and 49 were not. Seatbelt usage for the remaining 13 was not known.

Seatbelt Used: 77 deaths

- ☐ Twenty-two were in the vehicle of a drinking driver
- ☐ Twenty-six were in single vehicle crashes, 13 of which were rollovers
- ☐ Type of vehicle the occupant was in:
 - 44 passenger cars
 - 16 pickup trucks
 - 16 vans or SUVs
 - 1 semi-tractor unit or large truck

Seatbelt Not or Improperly Worn: 49 deaths

- ☐ Thirty were in the vehicle of a drinking driver
- ☐ Thirty-two victims were in single vehicle crashes, 25 of which were rollovers
- ☐ Type of vehicle the occupant was in:
 - 22 passenger cars
 - 15 pickup trucks
 - 10 vans or SUVs
 - 2 semi-tractor units or large trucks

Fatal Collisions – SECTION 8

Seatbelt Use Not Known or Not Stated: 13 deaths

- ☐ Five were in the vehicle of a drinking driver
- ☐ Three victims were in single vehicle crashes
- ☐ Type of vehicle the occupant was in:
 - 6 passenger cars
 - 4 pickup trucks
 - 2 vans or SUVs
 - 1 school bus

5. 2010 Traffic Deaths by Day of Week:

- ☐ Sunday 37
- ☐ Monday 11
- ☐ Tuesday 12
- ☐ Wednesday 26
- ☐ Thursday 24
- ☐ Friday 24
- ☐ Saturday 33

6. 2010 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	2	Noon to 0:59 p.m.	4
1 to 1:59 a.m.	4	1 to 1:59 p.m.	5
2 to 2:59 a.m.	9	2 to 2:59 p.m.	10
3 to 3:59 a.m.	8	3 to 3:59 p.m.	4
4 to 4:59 a.m.	3	4 to 4:59 p.m.	8
5 to 5:59 a.m.	8	5 to 5:59 p.m.	7
6 to 6:59 a.m.	4	6 to 6:59 p.m.	9
7 to 7:59 a.m.	8	7 to 7:59 p.m.	14
8 to 8:59 a.m.	10	8 to 8:59 p.m.	6
9 to 9:59 a.m.	4	9 to 9:59 p.m.	8
10 to 10:59 a.m.	7	10 to 10:59 p.m.	7
11 to 11:59 a.m.	14	11 to 11:59 p.m.	4

7. 2010 Traffic Deaths by Type of Roadway:

- ☐ Provincial Highways 96
- ☐ Rural Roads 36
- ☐ Urban Streets 23
- ☐ Other Roads 12

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
1	Rural/Urban Highway	1	1	No	Yes	The driver of a car swerved to avoid a deer and struck a semi unit head on. The driver of the car was killed.
2	Street	1	5	No	Yes	The driver of a car came around a soft corner and lost control and struck a tree. The front seat passenger was killed.
3	Rural/Urban Highway	1	0	Yes	Yes	The driver of a car struck an impaired pedestrian that was walking on the driving portion of the highway. The pedestrian had been drinking and was killed.
4	Rural/Urban Highway	2	4	Yes	Yes	The impaired driver of a car lost control and struck a semi unit. Two passengers in the car were killed.
5	Rural/Urban Highway	1	0	No	Yes	The driver of a car pulled out onto the highway before it was safe and was struck by a semi unit. The driver of the car was killed.
6	Street	1	1	No	Yes	The driver of a car lost control on an icy road and headed into the ditch. The car then entered oncoming traffic and collided with another car. The driver of vehicle one was killed.
7	Rural/Urban Highway	1	4	Yes	No	The impaired driver of a car was driving erratically and crossed over the center line, colliding with a truck. A passenger in the car was killed.
8	First Nations Land	1	0	No	No	The driver of a snowmobile was driving on the wrong side of the road and was struck by a truck. The driver of the snowmobile was fatally injured. He was not wearing a helmet.
9	Rural/Urban Highway	1	1	Yes	Yes	The impaired driver of a truck failed to stop at a stop sign and struck a car in the intersection killing the driver. The drivers in both vehicles were ejected.

January Summary: Thirteen people killed in nine different collisions; four collisions involved alcohol and two involved not wearing a seatbelt.

10	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car struck a moose. The driver of the car was killed.
11	Grid Road	1	1	Yes	Yes	The impaired driver of a car crossed over the centre line and then entered the ditch and rolled. The driver was killed. The driver had been drinking.
12	First Nations Land	1	0	Yes	Yes	The driver of a van struck and killed a pedestrian. The driver had been drinking.
13	Rural/Urban Highway	1	0	No	No	The driver of a truck lost control and entered the right ditch and rolled several times. The driver was ejected and killed.
14	Grid Road	3	0	No	Yes	The driver of a car crossed over a rail crossing without yielding. The car was struck by the train. The three occupants in the car were killed.
15	Street	1	2	No	Yes	The driver of a truck slid through a stop sign and struck a van. The driver of the van was killed.

February Summary: Eight people killed in six collisions; three collisions involved alcohol and two involved not wearing a seatbelt.

16	First Nations Land	1	0	Yes	No	The impaired driver of a van lost control on the highway and crashed into a bush and was killed. The driver had been drinking and was ejected.
17	Grid Road	1	0	Yes	Yes	The impaired driver of a car was driving in foggy conditions when he struck the side of a train and was killed. The driver was drinking.
18	Rural/Urban Highway	1	1	No	Yes	The driver of a van disobeyed the stop sign at the intersection of a highway and was struck on the passenger side by a truck. The driver of the van was killed.
19	First Nations Land	1	0	No	No	The driver of a truck swerved to avoid an oncoming vehicle. A passenger riding in the back of the truck lost her balance when the truck swerved and fell onto the roadway and was killed.
20	Rural/Urban Highway	1	0	Yes	Yes	An impaired pedestrian was hitchhiking when he was struck by a car and killed.

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
21	Street	1	3	Yes	No	The impaired driver of a car swerved into oncoming traffic and collided head on with a van. The driver of the car was killed.

March Summary: Six people killed in six collisions; four collisions involved alcohol and three involved not wearing a seatbelt.

22	Rural/Urban Highway	1	0	No	Yes	The driver of a motorcycle took a corner too wide, hit a patch of gravel, lost control and skidded into the ditch. The driver later died in the hospital.
23	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a minivan pulled out to pass another vehicle and side swiped a semi-trailer unit. The driver of the van died at the scene.
24	Rural/Urban Highway	1	0	No	Yes	The driver of a car went down the wrong path on an ice road and drove into the open water. The driver drowned when the car was submerged.
25	Rural/Urban Highway	2	0	No	Yes	The driver of a truck struck a semi head on. The driver and passenger of the truck were killed. The driver of the truck was ejected.
26	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car lost control of his vehicle and rolled into a slough. The driver was ejected and killed.
27	Rural/Urban Highway	1	1	No	Yes	The driver of a car entered the opposing lane of traffic and struck a semi unit head on. The driver of the car was killed.
28	Street	1	0	No	Yes	The driver of a motorcycle lost control and slid into a fixed object on the side of the road.
29	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a van lost control on a curve and rolled into the ditch. A passenger was killed.
30	First Nations Land	1	1	No	No	The driver of a car lost control on the shoulder of the grid and tried to overcorrect. The car then rolled onto its roof. The driver was ejected and died at the scene.
31	Grid Road	1	0	Yes	No	The impaired driver of a car drifted into the opposite ditch and struck an engine block. The vehicle flipped and the driver was ejected.
32	Rural/Urban Highway	1	0	No	Yes	The driver of a truck disobeyed a stop sign and was struck by a semi-trailer unit. The driver of the truck was killed.
33	Rural/Urban Highway	1	2	No	Yes	The driver of a truck failed to stop at a stop sign, entered the highway and struck a car on the driver side. The driver of the car was killed.

April Summary: Thirteen people killed in twelve collisions; four collisions involved alcohol and four involved not wearing a seatbelt.

34	Rural/Urban Highway	1	8	Yes	No	The driver of a truck entered the ditch and struck an approach. The driver continued driving through the ditch and then the truck rolled 3 or 4 times. Five passengers were ejected, one was killed. The driver had been drinking and was using drugs.
35	Grid Road	1	0	No	No	The driver of an ATV hit an approach and was ejected off of his ATV. The driver was not wearing a helmet and was killed.
36	Grid Road	1	0	Yes	No	The impaired driver of an SUV drove into the ditch, then overcorrected and rolled the vehicle. The driver was ejected and killed.
37	Rural/Urban Highway	1	4	No	Yes	The driver of a van was sitting at a temporary traffic light close to some bridge construction when he was rear ended by a car. The driver of the van was killed.
38	Rural/Urban Highway	1	1	No	Yes	The driver of a car was passing a truck that was making a left turn. The car struck the truck, flipped in the air and landed on the roof, then was engulfed in flames. The driver of the car was killed.
39	Grid Road	1	0	No	Yes	The driver of a truck lost control on a grid road, skidded and rolled into the ditch.

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
40	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car struck a guard rail and landed in a lake upside down. The driver was killed.
41	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a truck lost control of his truck and rolled into the ditch. The driver was ejected and killed.
42	Rural/Urban Highway	1	1	No	Yes	The driver of a car attempted to cross the highway before it was safe and was struck by a westbound car. The driver of the first car was killed.
43	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a car hydroplaned on the highway, lost control and rolled several times into the ditch.

May Summary: Ten people were killed in ten different collisions; five collisions involved alcohol and five involved not wearing a seatbelt.

44	Grid Road	5	0	Yes	No	The impaired driver of a car crossed over the centre line and struck another car head on. All five occupants in both cars were killed, two occupants in the first car were ejected.
45	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a car lost control and rolled several times on the roadway. The car ended up in the ditch.
46	Grid Road	1	0	No	Yes	The driver of an SUV lost control on a grid road, started to skid and then rolled at least four times. The driver was killed.
47	Grid Road	1	0	Yes	No	The driver of a car struck a deer. The deer entered through the passenger side windshield and the passenger was killed. The driver had been drinking.
48	First Nations Land	1	4	Yes	No	The impaired driver of a car lost control and rolled into the ditch. The driver was ejected and killed.
49	Rural/Urban Highway	1	3	No	Yes	The driver of a car proceeded from a stop sign before it was safe and was T-boned by a van. The driver of the car was severely injured and died later in hospital.
50	Street	1	0	No	Yes	The driver of a van lost control, entered the ditch and rolled.
51	Street	1	0	Yes	Yes	The impaired driver of an SUV rear-ended a car at a very high rate of speed. A passenger in the car was killed.
52	Rural/Urban Highway	1	1	Yes	No	The impaired driver of a van entered the ditch and rolled. The driver was ejected and killed.
53	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of a car crossed over the centre line and struck another car head on. The driver was ejected and killed in the first car.
54	First Nations Land	1	1	Yes	Yes	The impaired driver of a truck struck two pedestrians walking along the roadway. One pedestrian was killed in the accident.

June Summary: Fifteen people killed in eleven different collisions; eight collisions involved alcohol and four involved not wearing a seatbelt.

55	Rural/Urban Highway	3	3	No	No	The driver of a car went to pass another car, lost control and sideswiped the car as it was passing. The first car rolled into the ditch, all of the passengers were ejected, three of them were killed.
56	Rural/Urban Highway	1	3	No	Yes	The driver of a car struck a moose. A passenger passed away a week later in hospital due to the collision.
57	Rural/Urban Highway	1	2	Yes	No	The driver of a truck lost control and rolled into the ditch. A passenger was ejected and killed. The driver had been drinking.
58	Rural/Urban Highway	1	1	Yes	No	The impaired driver of a truck rolled into the centre median and the driver was ejected and killed.
59	Street	1	0	No	Yes	A pedestrian left her vehicle on the side of the road and entered the roadway. The pedestrian was struck by a semi unit and was killed.
60	Rural/Urban Highway	1	2	Yes	No	The driver of a pick-up truck tried to pass an SUV and ended up hitting the SUV. The pick-up truck lost control and rolled ejecting all occupants.
61	First Nations Land	1	0	Yes	Yes	The impaired driver of a van crashed into a concrete deck, then hit a tree and his vehicle started on fire.

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
62	Grid Road	2	0	Yes	Yes	The impaired driver of a pick-up truck approached a low level crossing and attempted to cross. The truck was then swept off the road and into a river. Two passenger were killed. The driver had been drinking.
63	Rural/Urban Highway	1	3	No	Yes	The driver of a car was passing another vehicle when they lost control and rolled into the ditch. The driver of the car was killed.
64	Rural/Urban Highway	1	4	No	Yes	The driver of a car lost control and hydroplaned crossing into the opposite lane of traffic and struck a van. A passenger in the car was killed.
65	Street	1	3	No	Yes	The driver of a car entered an intersection and was T-boned by a truck.
66	Street	1	0	No	No	A cyclist crossed the road before it was safe and was run over by a truck.
67	Rural/Urban Highway	1	1	No	No	The driver of a jeep fell asleep at the wheel and crossed over the centre line and continued into the ditch. The driver then struck a culvert and rolled. A passenger was killed and the driver was ejected.
68	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a pick-up truck entered the right ditch, then overcorrected and rolled into the left ditch. The driver was killed.
69	Rural/Urban Highway	1	1	Yes	No	The driver of a truck lost control and rolled into the ditch. Both occupants were ejected and one was killed. The driver had been drinking.
70	Rural/Urban Highway	1	5	No	Yes	The driver of a car failed to yield before crossing the highway and was T-boned by a van. The driver of the car was killed.
71	Grid Road	1	0	No	Yes	The driver of a pick-up truck ran a yield sign and struck a semi. The driver of the truck was killed.
72	Rural/Urban Highway	1	2	No	Yes	The driver of a car went to pass when it was unsafe and struck a truck head on. The driver of the car was killed.
73	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a motorcycle was stunting and driving in the wrong lane of traffic when he struck a car head on. The driver on the motorcycle was killed.

July Summary: Twenty-two people killed in nineteen different collisions; eight collisions involved alcohol and eight involved not wearing a seatbelt.

74	Rural/Urban Highway	2	0	No	Yes	The driver of a car attempted to turn off the highway and failed to yield to a semi unit. The car was struck on the passenger side and both passengers in the car were killed.
75	Grid Road	1	0	No	Yes	The driver of an ATV struck a parked semi-trailer unit and was killed. Thick dust was the main contribution in the accident.
76	Grid Road	1	1	No	Yes	Two trucks collided at a rural intersection. One truck failed to yield.

August Summary: Four people killed in three different collisions. None of the collisions involved alcohol or improper seatbelt use.

77	Rural/Urban Highway	1	2	No	Yes	The driver of a van crossed into the other lane of traffic and struck a semi unit head on. The driver of the van was killed.
78	First Nations Land	1	0	No	No	The driver of a car lost control and rolled into the ditch. A passenger was partially ejected and killed.
79	Grid Road	1	1	Yes	No	The driver of a truck disregarded a yield sign and proceeded to T-bone a van. Both occupants were ejected in the van, one passenger was killed. The driver of the van was impaired.
80	Street	1	0	No	Yes	The driver of a car was turning right at a 4-way stop when she struck and killed a pedestrian.
81	Rural/Urban Highway	1	2	No	Yes	The driver of a truck struck a dead moose on the highway, lost control and skidded off the highway into the ditch and rolled. The driver was killed.
82	Street	1	1	Yes	Yes	The driver of a car lost control and struck a tree and the passenger was killed. The driver had been drinking.
83	Street	1	1	Yes	No	The impaired driver of a truck lost control and struck a tree. The driver was partially ejected and killed.

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
84	Street	1	0	No	Yes	The driver of a truck struck a cyclist. The cyclist was killed.
85	Rural/Urban Highway	1	0	No	Yes	The driver of a car struck a semi unit head on. The driver of the car was killed.
86	Street	1	0	Yes	Yes	The driver of a car struck and killed a pedestrian. The driver had been drinking.
87	Grid Road	1	0	Yes	No	The impaired driver of a truck was driving too fast for the conditions (loose gravel) and entered the ditch at a high rate of speed. The truck rolled numerous times. The driver was ejected.
88	Rural/Urban Highway	1	1	No	Yes	The driver of a truck rear-ended a car parked on the right shoulder. The driver of the car was killed.
89	Grid Road	3	0	No	No	The driver of a car approached a T intersection and lost control rolling into the ditch. The vehicle became submerged in water.
90	Grid Road	1	0	No	No	The driver of an ATV was turning on a grid road while waving at an occupant in a nearby truck. The ATV struck a combine header and the driver was killed.

September Summary: Sixteen people killed in fourteen different collisions; five collisions involved alcohol and six involved not wearing a seatbelt.

91	Rural/Urban Highway	1	0	Yes	Yes	The driver of a car turned left onto the town access road and failed to see an oncoming motorcycle. The driver of the motorcycle struck the car and was killed. The driver was ejected from his motorcycle. The driver of the motorcycle was impaired.
92	Rural/Urban Highway	1	1	Yes	Yes	The impaired driver of a car lost control and rolled his car several times. A passenger was killed and the driver was ejected.
93	Street	1	1	No	Yes	A child ran around a parked car to cross the street. The child's brother ran out to stop him and both were hit by the driver of a van.
94	Rural/Urban Highway	1	4	No	Yes	The driver of a car was struck from behind by a pick-up truck. The car flipped into the ditch and rolled, killing a passenger.
95	Rural/Urban Highway	1	0	Yes	Yes	The impaired driver of a motorcycle lost control and skidded. The driver was killed.
96	Rural/Urban Highway	1	0	Yes	Yes	A pedestrian was walking on the highway wearing dark clothes when he was struck by a truck. The pedestrian was impaired.
97	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of an SUV struck a moose and then left the roadway and struck a fence. The driver was killed.
98	Rural/Urban Highway	1	0	Yes	Yes	An impaired pedestrian was laying on the roadway when he was run over by a car.
99	Rural/Urban Highway	1	0	No	No	The driver of a semi-trailer unit hit a lit traffic board and rolled into the ditch. The driver was ejected and killed.
100	Rural/Urban Highway	1	4	No	Yes	The driver of a car clipped a truck, which then caused a head-on collision between the car and an SUV. The driver in the car was killed.
101	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car was attempting to cross the highway when it was T-boned by a semi-trailer unit. The driver of the car was ejected and killed.
102	Rural/Urban Highway	1	4	No	Yes	The driver of a school bus entered the roadway before it was safe and was struck by a semi-trailer unit. The driver of the school bus was ejected and killed.
103	Rural/Urban Highway	1	0	No	Yes	The driver of a semi-trailer unit stepped out of his vehicle and was struck by a passing truck pulling farm equipment.
104	Grid Road	1	0	No	No	The driver of an ATV was driving in a ditch when he drove up a slope and his ATV rolled over.
105	Rural/Urban Highway	1	0	Yes	Yes	The driver of a car struck and killed a pedestrian. The pedestrian was intoxicated and was walking on the roadway.
106	Street	1	0	No	Yes	The driver of a car struck a guard rail and then rolled down an embankment into a river.
107	Rural/Urban Highway	1	4	Yes	Yes	The impaired driver of a truck lost control and rolled into the ditch and was killed.

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
108	First Nations Land	1	0	Yes	Yes	The impaired driver of a van was found submerged with their vehicle in a river. The circumstances of the accident are unknown.
109	Rural/Urban Highway	1	0	No	Yes	The driver of a truck rear-ended a semi-trailer unit that was turning. The driver of the truck was killed.
110	Rural/Urban Highway	1	1	Yes	Yes	The impaired driver of a car turned off the highway and into the wrong lane of traffic and struck an SUV head on. The driver of the car was killed.
111	Rural/Urban Highway	1	2	Yes	Yes	The impaired driver of a van lost control on the road and ended up in a slough. A passenger was killed.

October Summary: Twenty-one people killed in twenty-one different collisions; twelve collisions involved alcohol and three involved not wearing a seatbelt.

112	Rural/Urban Highway	1	0	No	Yes	The driver of an SUV failed to yield to oncoming traffic and was T-boned by a semi unit. The driver of the SUV was killed.
113	Street	1	0	No	Yes	The driver of a school bus struck a pedestrian crossing a marked intersection.
114	Rural/Urban Highway	1	1	Yes	Yes	The impaired driver of a truck lost control on a bridge, struck the bridge, went airborne and flipped in the air and landed upside down in some water.
115	Rural/Urban Highway	1	0	No	No	The driver of an SUV failed to stop at a stop sign and struck a semi unit. The driver of the SUV was killed. The driver was also partially ejected.
116	Rural/Urban Highway	1	0	No	Yes	The driver of a truck pulled away from a stop sign before it was safe and was T-boned by a semi-trailer unit. The driver of the truck was killed.
117	Street	1	0	Yes	Yes	The driver of a truck struck an impaired pedestrian. The pedestrian was dressed in dark clothing and was killed.
118	Street	1	4	No	Yes	The driver of a car struck an SUV and then spun into the path of a truck. A passenger in the car was killed.
119	Rural/Urban Highway	1	1	No	Yes	The driver of a car was attempting to pass a semi when it struck a car head on. There was one fatality in the collision.
120	Street	1	0	No	Yes	The driver of a car struck a semi unit that was turning onto the highway. The driver of the car was killed.
121	Grid Road	1	2	No	Yes	The driver of a heavy truck failed to yield and struck a pick-up truck. A passenger in the pick-up truck was killed.
122	Grid Road	2	3	Yes	No	The driver of a truck lost control on a grid road, overcorrected, then caught the edge of the road causing the truck to roll numerous times. The driver and a passenger were killed. The driver had been drinking.
123	Grid Road	1	1	No	No	The driver of a truck left a yield sign before it was clear of traffic and was struck on the passenger side by another truck. One fatality in the collision.
124	Grid Road	1	0	Yes	No	The impaired driver of a truck swerved to avoid an animal and slid down an icy hill and over a steep embankment and ended up in an area of trees. The driver was found deceased.
125	Rural/Urban Highway	1	2	Yes	Yes	Two cars collided head on. One driver was killed.
126	Rural/Urban Highway	1	1	No	No	The driver of a truck turned in front of the path of a semi-trailer unit. The driver of the truck was killed.
127	Rural/Urban Highway	1	0	No	Yes	The driver of a truck lost control and rolled into the ditch several times before landing on the driver's side door.
128	Grid Road	1	0	No	Yes	The driver of a car lost control and rolled into a slough. The driver was found deceased.
129	Rural/Urban Highway	1	2	No	Yes	The driver of a pick-up truck failed to stop at a stop sign and struck a car. A passenger in the car was killed.

Fatal Collisions – SECTION 8

2010 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt Use of Deceased	Collision Description
130	Rural/Urban Highway	6	1	No	Yes	The driver of an SUV crossed over the centre line and struck a truck head on. Two occupants in the SUV were killed. All four occupants in the truck were killed.
131	Rural/Urban Highway	3	6	No	No	The driver of a car passed a heavy vehicle in white-out conditions and struck an SUV head on. The driver of the car was killed. Two occupants in the SUV were killed. Numerous injuries.
132	Rural/Urban Highway	1	0	No	Yes	The driver of a semi-trailer unit pulled out onto the highway and was rear-ended by another semi. The driver in the first semi was killed. Heavy fog in the area was a major contributing factor in the collision.

November Summary: Twenty-nine people were killed in twenty-one different collisions; five collisions involved alcohol and six involved not wearing a seatbelt.

133	Rural/Urban Highway	1	2	No	No	A semi unit rear ended a car that had slowed for a police vehicle. One fatality in the collision.
134	Rural/Urban Highway	1	1	No	Yes	The driver of a truck lost control on an icy road and was T-boned by an SUV. The driver of the SUV was killed.
135	Rural/Urban Highway	1	1	No	Yes	The driver of a car lost control and struck a van head on. The driver of the van was killed.
136	Unknown	1	0	No	Yes	The driver of a snowmobile hit a gravel road and passed away due to massive head injuries.
137	Grid Road	1	4	No	No	The driver of a truck tried to avoid a head-on collision with a car but failed to do so and a collision ensued. A passenger in the car was killed.
138	Street	1	0	No	Yes	The driver of a pick-up truck hit a pedestrian.
139	Street	1	0	No	Yes	The driver of a pick-up truck T-boned a car at an intersection.
140	Rural/Urban Highway	1	1	No	Yes	The driver of a pick-up truck collided head on with a semi.
141	Rural/Urban Highway	1	0	Yes	No	The impaired driver of a car lost control and rolled into the ditch. The driver was ejected and killed.
142	First Nations Land	1	4	Yes	Yes	The impaired driver of a truck lost control and rolled into the ditch. A passenger was partially ejected and killed.
143	Rural/Urban Highway	1	0	No	No	The driver of a truck turned in front of a semi-trailer unit before it was safe and was T-boned. The driver of the truck was killed.
144	Rural/Urban Highway	1	1	Yes	No	The impaired driver of a truck skidded and lost control and rolled into the ditch. A passenger was ejected and killed.
145	Grid Road	1	0	Yes	No	The impaired driver of a truck struck a bunch of snow drifts and then rolled into the ditch. The driver was not wearing his seatbelt and was ejected and killed.

December Summary: Thirteen people were killed in thirteen different collisions; four collisions involved alcohol and six involved not wearing a seatbelt.

Pedestrians

Contents:

	Page
Table 9.1 Pedestrians Injured or Killed by Age Group	67
9.2 Pedestrians Injured or Killed by Action and Age Group	67
9.3 Pedestrians Injured or Killed by Road System	67
9.4 Pedestrians Injured or Killed by Time of Day	68
9.5 Pedestrians Injured or Killed by Month	68

Pedestrians

2010 Quick Facts on Pedestrian Collisions

- 15 pedestrians were killed and 315 were injured in 2010.
- Pedestrian action was a contributing factor in 6 of the 15 deaths.
- 4 of the pedestrians killed had been drinking.
- 17% of the pedestrians injured or killed were under the age of 15.
- 86% of the pedestrians were injured or killed in an urban area.
- 40% of the pedestrians were hit while trying to cross at an intersection, and 21.5% were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Tuesday and Friday were the worst days for pedestrian collisions and October was the worst month.

Pedestrians – SECTION 9

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group										Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +				
Injured	10	45	47	36	46	26	35	22	33	15	315	95.5	
Killed	1	1	2	3	1	1	2	2	2	0	15	4.5	
Total	11	46	49	39	47	27	37	24	35	15	330		
%	3.3	13.9	14.8	11.8	14.2	8.2	11.2	7.3	10.6	4.5		100	

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

Action *	Age Group									Not Stated	Total		%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +				
At Int Xing with ROW	2	11	11	7	11	9	11	11	18	4	95	28.8	
Running into Road	7	14	8	3	6	3	3	0	0	2	46	13.9	
Not Stated	0	3	3	4	5	3	2	1	6	2	29	8.8	
Xing Road between Int	0	4	1	5	3	2	5	3	1	1	25	7.6	
Walking on Roadway	0	1	5	6	5	2	1	0	1	2	23	7.0	
At Int Xing without ROW	0	2	5	2	4	2	1	0	2	1	19	5.8	
At Int Xing No Traffic Control	0	4	4	2	3	0	1	1	4	0	19	5.8	
Walking with Traffic	1	0	4	2	4	1	1	1	2	0	16	4.8	
Getting on/off Other Vehicle	0	0	3	1	2	2	3	1	0	1	13	3.9	
On Sidewalk or Median	0	0	1	1	1	1	4	0	0	1	9	2.7	
Walking, Facing Traffic	0	1	1	1	1	1	1	1	0	0	7	2.1	
From Behind Vehicle	1	3	0	2	0	0	0	0	1	0	7	2.1	
Working on Vehicle	0	0	0	0	1	0	2	2	0	1	6	1.8	
Skateboarding	0	1	3	1	0	0	0	0	0	0	5	1.5	
Lying on Roadway	0	0	0	1	0	1	1	1	0	0	4	1.2	
Playing on Roadway	0	2	0	1	0	0	0	0	0	0	3	0.9	
Hitchhiking	0	0	0	0	1	0	0	1	0	0	2	0.6	
Working on Roadway	0	0	0	0	0	0	1	0	0	0	1	0.3	
Wheelchair on Road	0	0	0	0	0	0	0	1	0	0	1	0.3	
Total	11	46	49	39	47	27	37	24	35	15	330	100	

* Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

Road System	Injured	%	Killed	%	Total	%
Street/Lane	278	84.2	7	2.1	285	86.4
Rural/Urban Highways	16	4.8	6	1.8	22	6.7
Rural/Municipal & Grid Roads	5	1.5	0	0.0	5	1.5
Other Roads (First Nations Land)	16	4.8	2	0.6	18	5.5
Total	315	95.5	15	4.5	330	100

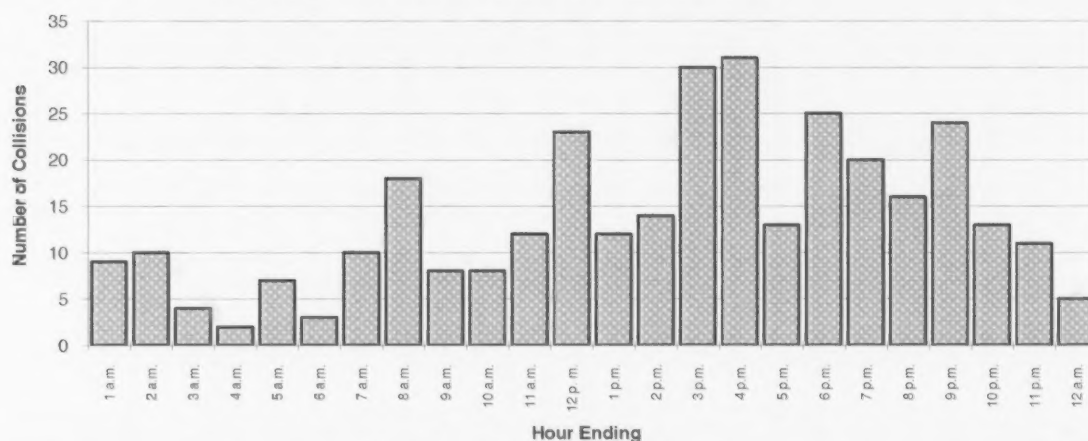
Pedestrians – SECTION 9

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
Midnight to 0:59 a.m.	5	1 to 1:59 p.m.	12
1 to 1:59 a.m.	9	2 to 2:59 p.m.	14
2 to 2:59 a.m.	10	3 to 3:59 p.m.	30
3 to 3:59 a.m.	4	4 to 4:59 p.m.	31
4 to 4:59 a.m.	2	5 to 5:59 p.m.	13
5 to 5:59 a.m.	7	6 to 6:59 p.m.	25
6 to 6:59 a.m.	3	7 to 7:59 p.m.	20
7 to 7:59 a.m.	10	8 to 8:59 p.m.	16
8 to 8:59 a.m.	18	9 to 9:59 p.m.	24
9 to 9:59 a.m.	8	10 to 10:59 p.m.	13
10 to 10:59 a.m.	8	11 to 11:59 p.m.	11
11 to 11:59 a.m.	12	Not Stated	2
Noon to 0:59 p.m.	23	Total	330

Pedestrians Injured or Killed by Hour of Collision

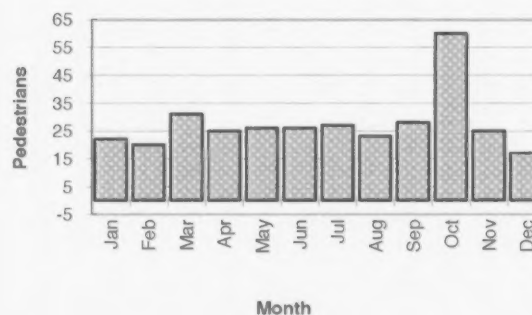


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	22
February	20
March	31
April	25
May	26
June	26
July	27
August	23
September	28
October	60
November	25
December	17
Total	330

Pedestrians Injured or Killed by Month



Alcohol

Contents:

		Page
Figure	10.1a Total Collisions Involving Alcohol by Year	71
	10.1b Total Injury Collisions Involving Alcohol by Year	72
	10.1c Total Fatal Collisions Involving Alcohol by Year	72
	10.2a Per cent of Total Collisions Involving Alcohol by Year	73
	10.2b Per cent of Total Injury Collisions Involving Alcohol by Year	74
	10.2c Per cent of Total Fatal Collisions Involving Alcohol by Year	74
	10.3 Alcohol-Involved Collisions by Month	75
	10.4 Injuries Due to Alcohol-Involved Collisions by Month and Year	76
	10.5 Deaths Due to Alcohol-Involved Collisions by Month and Year	77
	10.6 Collisions Involving Drinking Drivers by Day of Week	78
	10.7 Collisions Involving Drinking Drivers by Time of Day	78
	10.8 2010 Drinking Drivers by Driver Age	80
	10.9 2010 Injury Classification by Alcohol Involvement	80
Table	10.1 Number of Collisions and Victims Involving Alcohol by Year	71
	10.2 Per cent of Collisions and Victims Involving Alcohol by Year	73
	10.3 Alcohol-Involved Collisions by Month and Year	75
	10.4 Injuries Due to Alcohol-Involved Collisions by Month and Year	76
	10.5 Deaths Due to Alcohol-Involved Collisions by Month and Year	77
	10.6 Collisions Involving a Drinking Driver	79
	10.7 Collisions Involving Pedestrians or Bicyclists That Had Been Drinking	79
	10.8 Injury Classification of Vehicle Occupants by Alcohol Involvement	80
	10.9 2010 Drinking Drivers by Gender and Severity of Collision	81
	10.10 Drinking Drivers In Collisions by Gender by Year	82
	10.11 Drinking Drivers In Collisions by Collision Severity by Year	82

Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue. There are serious consequences for drinking and driving.

Driver's license suspension periods apply if a driver is convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's license suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at \$600, with no maximum.

If a driver is at fault for a collision while driving impaired, they have no insurance coverage for damage to their vehicle or to the vehicles or property of others involved.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

Drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension, mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counselor. These all must be completed before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15-day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver has a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit. Police now have another tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24-hour driver's licence suspension.

Alcohol – SECTION 10

Number of Collisions and Victims Involving Alcohol by Year

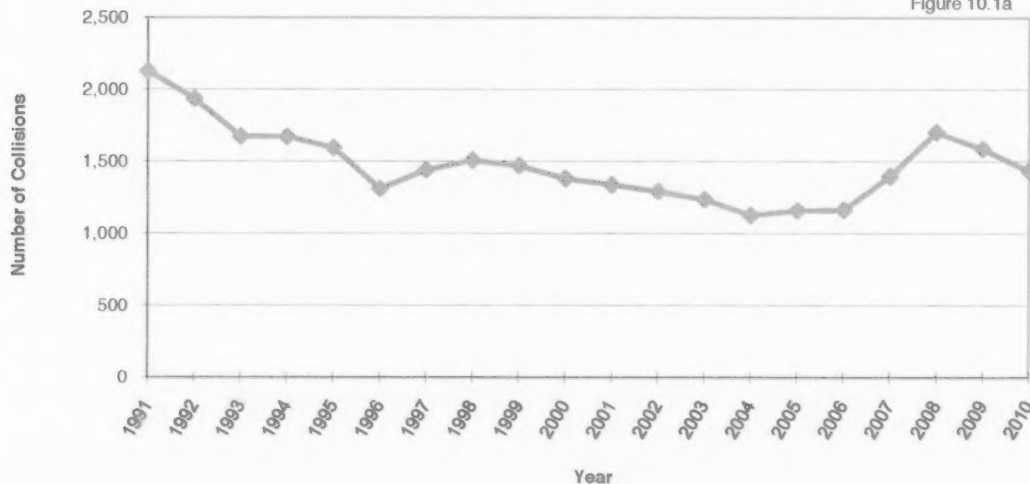
Table 10.1

Year	Number of Collisions				Number of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	789	553	39	1,381	951	47	998
2001	805	466	68	1,339	835	79	914
2002	734	510	48	1,292	921	51	972
2003	701	477	58	1,236	807	63	870
2004	617	465	44	1,126	799	53	852
2005	707	410	42	1,159	670	46	716
2006	703	414	45	1,162	745	46	791
2007	873	481	42	1,396	871	46	917
2008	1,073	564	66	1,703	1,002	78	1,080
2009	1,008	524	55	1,587	887	65	952
2010	923	450	62	1,435	762	69	831

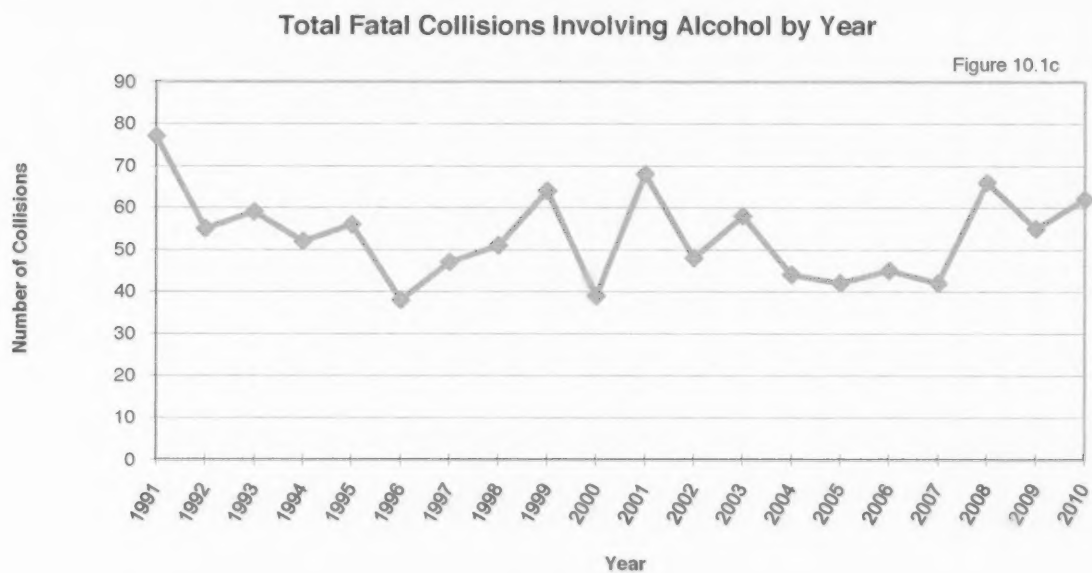
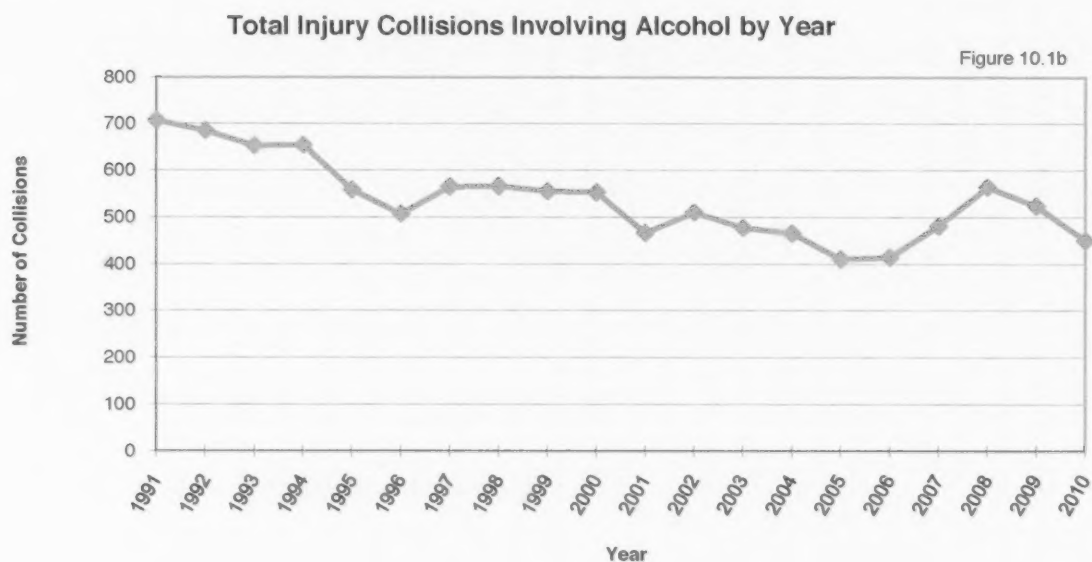
Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Total Collisions Involving Alcohol by Year

Figure 10.1a



Alcohol – SECTION 10



Alcohol – SECTION 10

Per cent of Collisions and Victims Involving Alcohol by Year

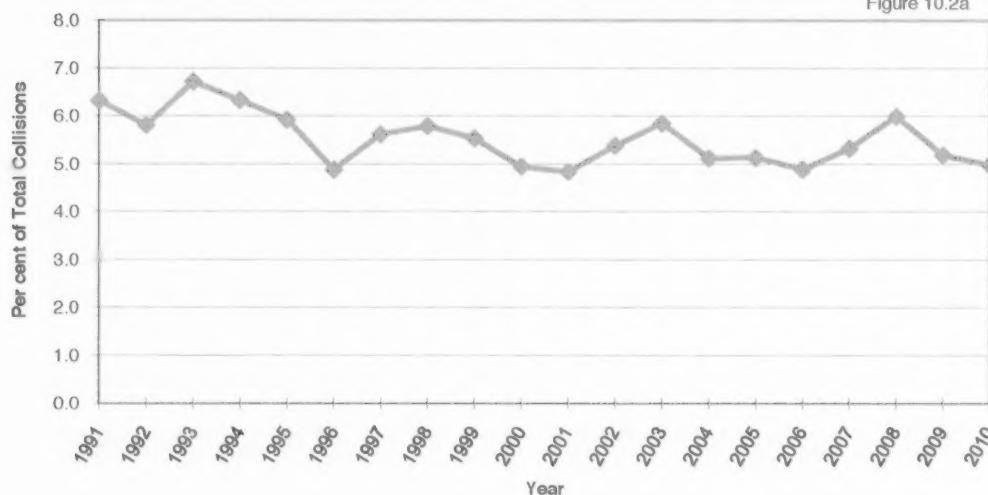
Table 10.2

Year	Per cent of Collisions				Percent of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	3.9	10.0	39.0	5.4	12.6	37.2	13.0
2003	4.5	8.7	42.6	5.8	10.5	42.6	11.1
2004	3.7	8.6	41.9	5.1	10.6	42.1	11.1
2005	4.1	7.9	32.6	5.1	9.4	31.3	9.9
2006	3.8	8.2	36.3	4.9	10.5	33.8	11.0
2007	4.1	9.6	33.3	5.3	12.7	32.2	13.1
2008	4.6	11.0	49.6	6.0	14.2	49.7	14.9
2009	4.0	10.4	42.6	5.2	12.9	42.5	13.5
2010	3.9	9.5	42.8	5.0	11.7	41.3	12.4

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Total Collisions Involving Alcohol by Year

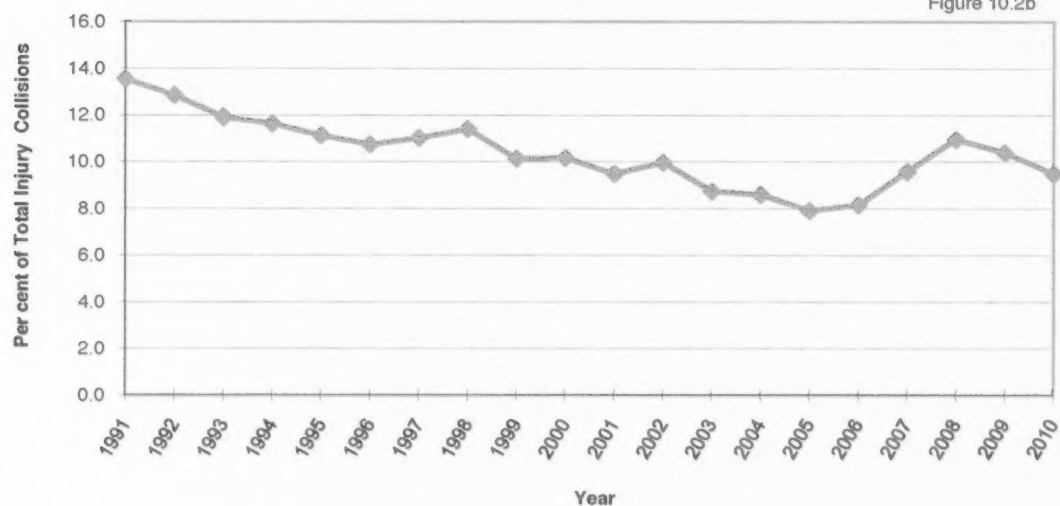
Figure 10.2a



Alcohol – SECTION 10

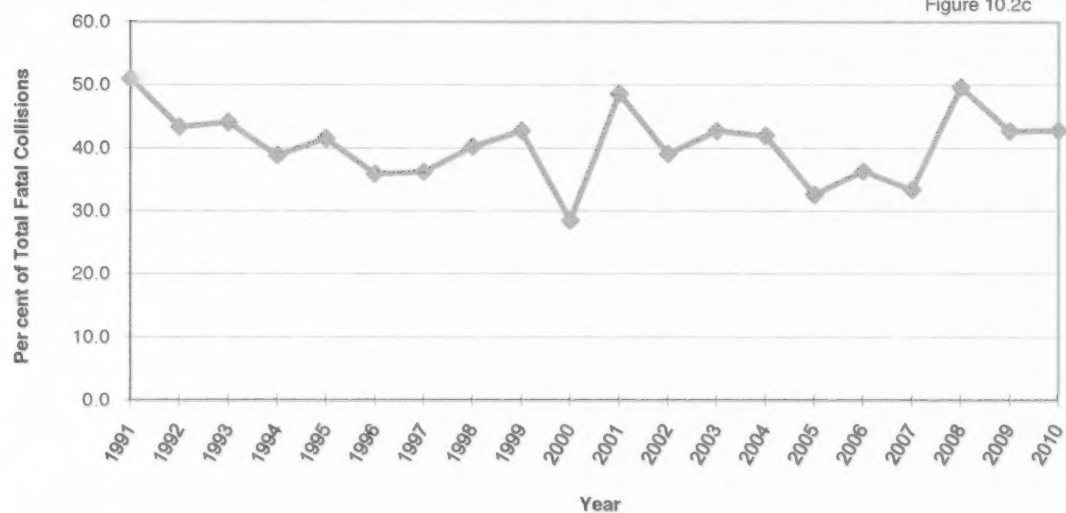
Per cent of Total Injury Collisions Involving Alcohol by Year

Figure 10.2b



Per cent of Total Fatal Collisions Involving Alcohol by Year

Figure 10.2c



Alcohol – SECTION 10

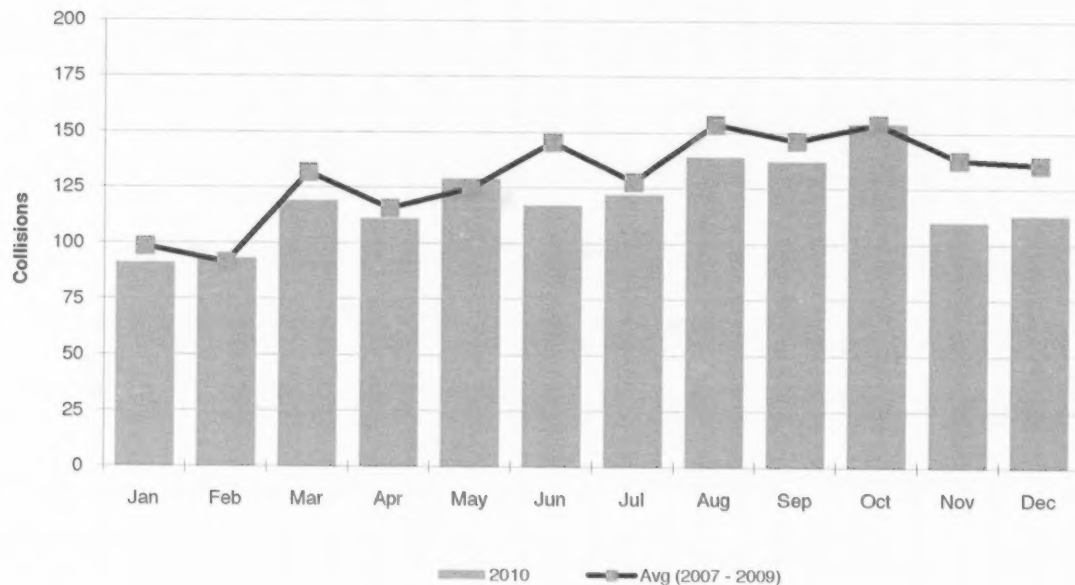
Alcohol-Involved Collisions by Month and Year

Table 10.3

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change
January	83	73	84	103	108	98.3	91	-7.5
February	61	75	75	111	88	91.3	93	1.8
March	85	80	121	143	131	131.7	119	-9.6
April	79	100	98	122	127	115.7	111	-4.0
May	87	104	110	133	131	124.7	129	3.5
June	96	104	138	155	143	145.3	117	-19.5
July	143	100	105	135	143	127.7	122	-4.4
August	127	113	118	187	156	153.7	139	-9.5
September	88	94	153	144	142	146.3	137	-6.4
October	111	119	133	173	156	154.0	154	0.0
November	79	112	123	160	130	137.7	110	-20.1
December	120	88	138	137	132	135.7	113	-16.7
Totals	1,159	1,162	1,396	1,703	1,587	1,562.0	1,435	-8.1

Alcohol-Involved Collisions by Month

Figure 10.3



Alcohol – SECTION 10

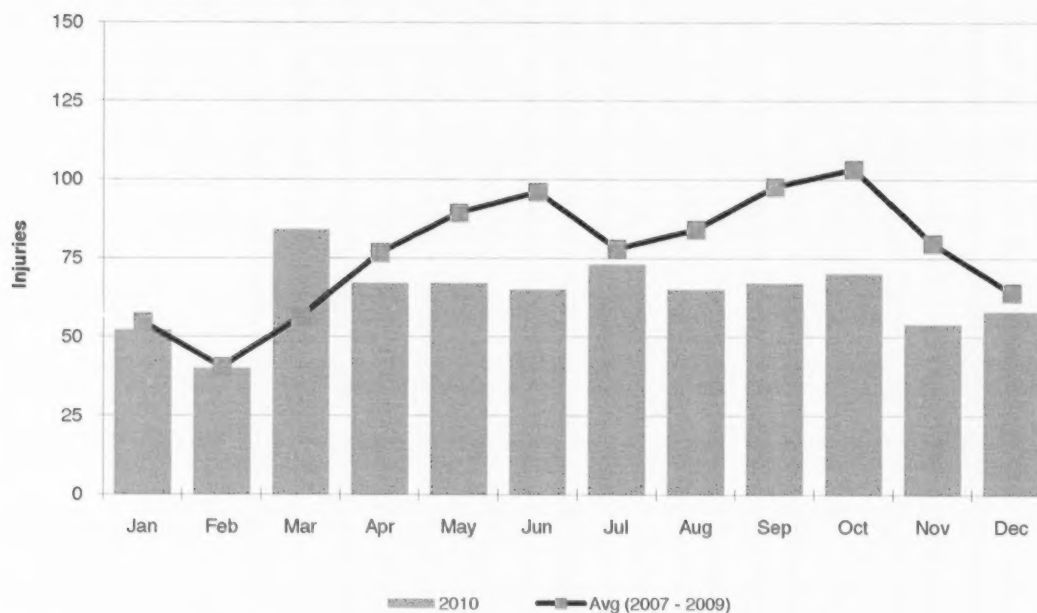
Injuries Due to Alcohol-Involved Collisions by Month and Year

Table 10.4

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change
January	53	34	54	53	57	54.7	52	-4.9
February	22	42	35	32	54	40.3	40	-0.8
March	50	44	56	61	52	56.3	84	49.1
April	42	76	88	66	76	76.7	67	-12.6
May	50	62	80	89	99	89.3	67	-25.0
June	38	83	103	87	98	96.0	65	-32.3
July	101	72	51	98	85	78.0	73	-6.4
August	77	80	73	95	84	84.0	65	-22.6
September	48	61	97	116	80	97.7	67	-31.4
October	69	95	92	144	74	103.3	70	-32.3
November	50	58	59	104	76	79.7	54	-32.2
December	70	38	83	57	52	64.0	58	-9.4
Totals	670	745	871	1,002	887	920.0	762	-17.2

Injuries Due to Alcohol-Involved Collisions by Month

Figure 10.4



Alcohol – SECTION 10

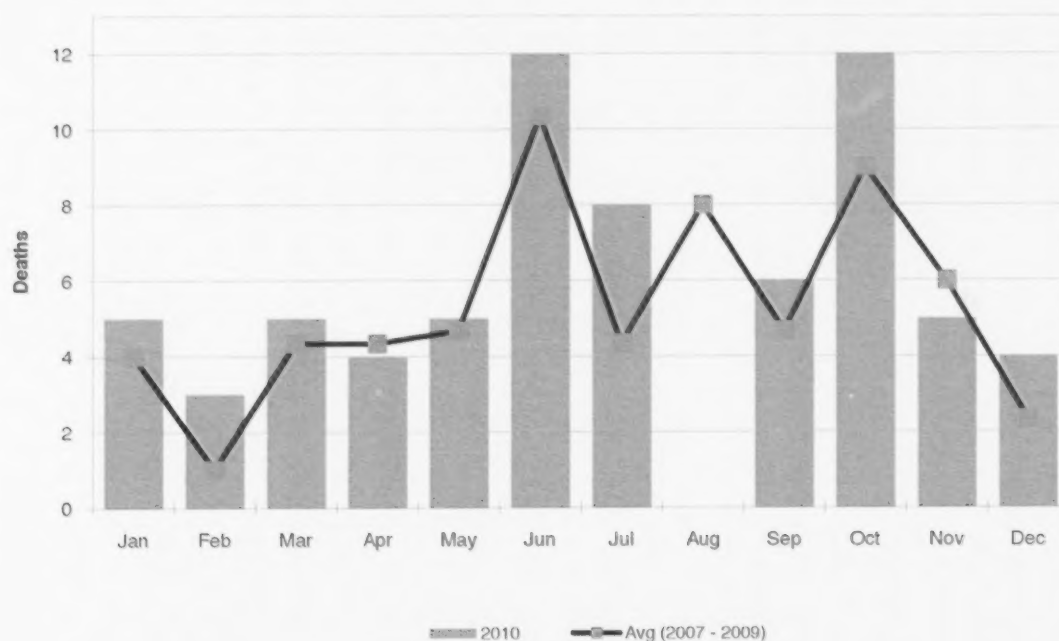
Deaths Due to Alcohol-Involved Collisions by Month and Year

Table 10.5

Month	2005	2006	2007	2008	2009	Average 2007-2009	2010	% Change
January	1	4	1	4	7	4.0	5	25.0
February	0	3	0	3	0	1.0	3	200.0
March	2	1	5	5	3	4.3	5	15.4
April	3	4	3	5	5	4.3	4	-7.7
May	8	8	5	6	3	4.7	5	7.1
June	6	0	6	13	12	10.3	12	16.1
July	6	5	3	7	3	4.3	8	84.6
August	5	3	7	9	8	8.0	0	-100.0
September	3	6	2	7	5	4.7	6	28.6
October	2	3	7	11	9	9.0	12	33.3
November	3	4	5	7	6	6.0	5	-16.7
December	7	5	2	1	4	2.3	4	71.4
Totals	46	46	46	78	65	63.0	69	9.5

Deaths Due to Alcohol-Involved Collisions by Month

Figure 10.5



Alcohol – SECTION 10

Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

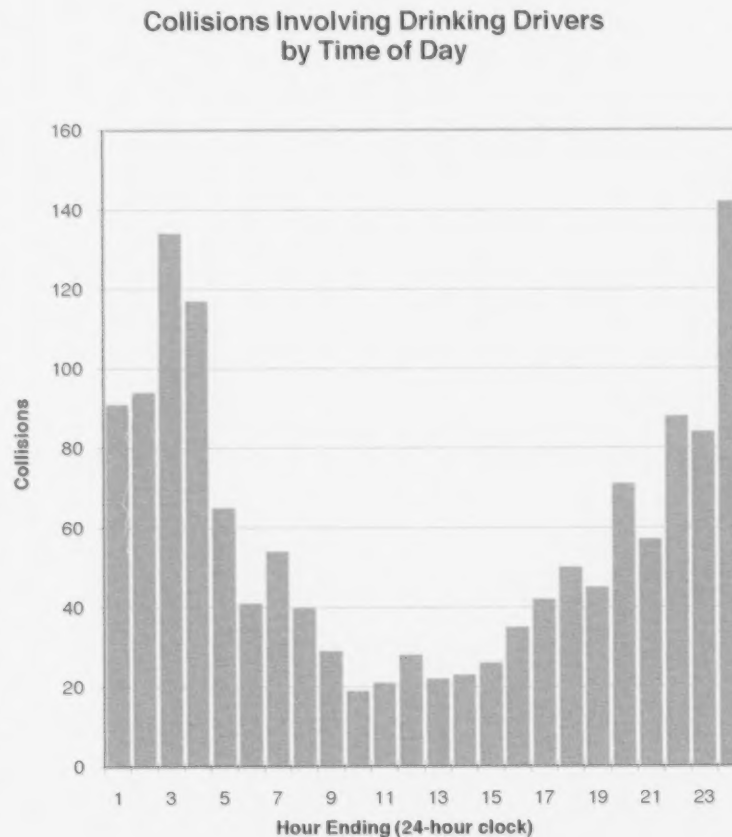
Day of the Week	Collisions
Sunday	260
Monday	118
Tuesday	103
Wednesday	146
Thursday	165
Friday	254
Saturday	389
TOTAL	1,435



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	Collisions
Midnight to 0:59 a.m.	91
1 to 1:59 a.m.	94
2 to 2:59 a.m.	134
3 to 3:59 a.m.	117
4 to 4:59 a.m.	65
5 to 5:59 a.m.	41
6 to 6:59 a.m.	54
7 to 7:59 a.m.	40
8 to 8:59 a.m.	29
9 to 9:59 a.m.	19
10 to 10:59 a.m.	21
11 to 11:59 a.m.	28
Noon to 0:59 p.m.	22
1 to 1:59 p.m.	23
2 to 2:59 p.m.	26
3 to 3:59 p.m.	35
4 to 4:59 p.m.	42
5 to 5:59 p.m.	50
6 to 6:59 p.m.	45
7 to 7:59 p.m.	71
8 to 8:59 p.m.	57
9 to 9:59 p.m.	88
10 to 10:59 p.m.	84
11 to 11:59 p.m.	142
Time not stated	17
TOTAL	1,435



Alcohol – SECTION 10

Collisions Involving a Drinking Driver

Table 10.6

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1991	1,344	689	71	2,104	1,196	82	1,278
1992	1,197	671	52	1,920	1,251	61	1,312
1993	961	638	53	1,652	1,111	64	1,175
1994	966	641	46	1,653	1,128	51	1,179
1995	980	548	54	1,582	980	59	1,039
1996	766	499	34	1,299	893	43	936
1997	829	558	44	1,431	1,055	55	1,110
1998	891	561	46	1,498	1,006	54	1,060
1999	850	543	61	1,454	981	83	1,064
2000	789	542	36	1,367	939	44	983
2001	805	452	63	1,320	820	74	894
2002	734	501	43	1,278	811	46	857
2003	700	457	53	1,210	784	58	842
2004	617	453	40	1,110	786	49	835
2005	707	393	35	1,135	653	39	692
2006	701	389	42	1,132	720	43	763
2007	870	463	41	1,374	853	45	898
2008	1,071	540	62	1,673	976	74	1,050
2009	1,007	503	52	1,562	866	62	928
2010	921	420	57	1,398	731	64	795

Collisions Involving Pedestrians or Bicyclists That Had Been Drinking

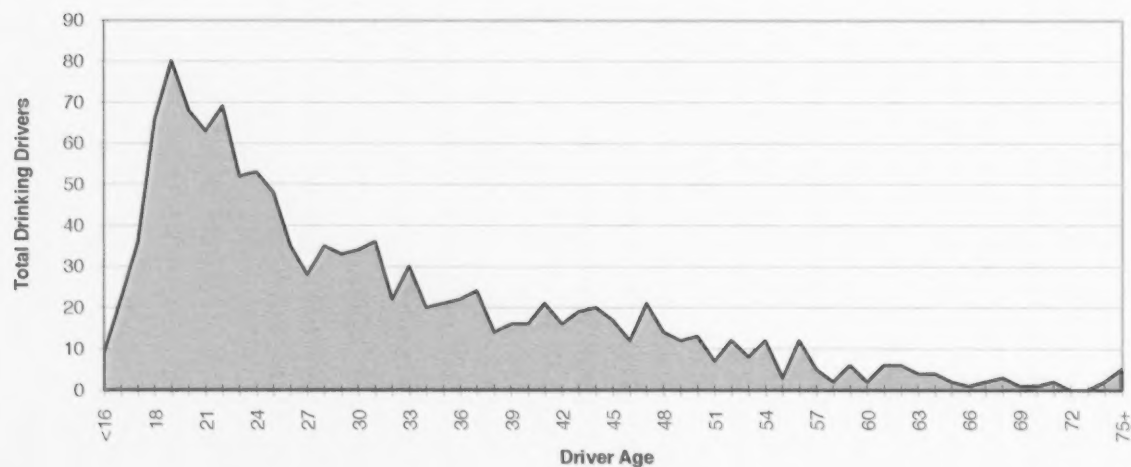
Table 10.7

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	17	5	24	19	5	24
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	30	6	38	35	6	41
2004	5	23	6	34	24	6	30
2005	1	23	8	32	23	8	31
2006	3	36	3	42	36	3	39
2007	3	27	2	32	28	2	30
2008	7	33	5	45	35	5	40
2009	3	29	3	35	29	3	32
2010	2	36	5	43	38	5	43

Alcohol – SECTION 10

2010 Drinking Drivers by Driver Age

Figure 10.8



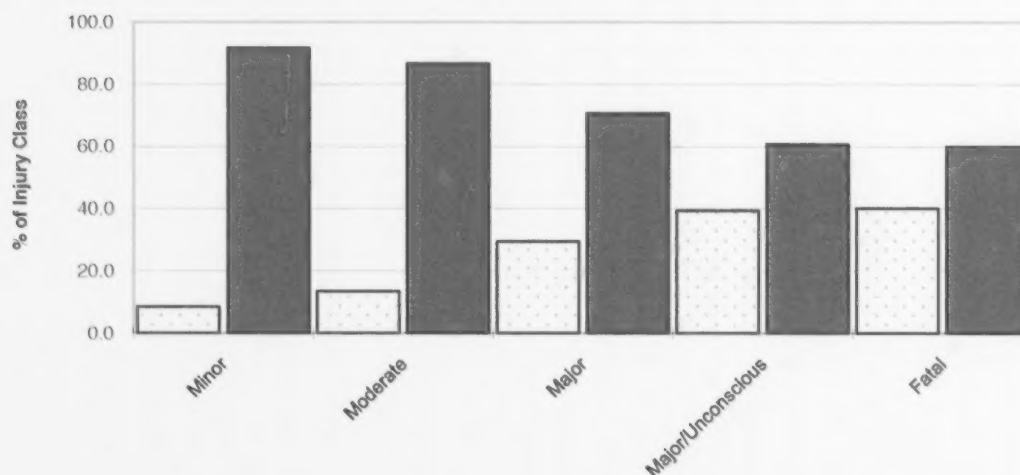
2010 Injury Classification of Vehicle Occupants by Alcohol Involvement

Table 10.8

Injury Classification	Occupants of a Drinking Driver		All Vehicle Occupants	% with Alcohol
	Yes	No		
Minor	343	3,721	4,064	8.4
Moderate	198	1,283	1,481	13.4
Major	97	233	330	29.4
Major/Unconscious	22	34	56	39.3
Fatal	58	87	145	40.0
Total	718	5,358	6,076	11.8

Injury Class by Alcohol Involvement

Figure 10.9



Alcohol – SECTION 10

2010 Drinking Drivers by Age, Gender and Severity of Collision

Table 10.9

Driver Gender					Collision Severity			
Age	Male	Female	Not		PD*	Personal		
			Stated	Total		Only	Injury	Fatal
<16	4	4	1	9	6	2	1	9
16	14	8	0	22	10	12	0	22
17	27	9	0	36	26	8	2	36
18	45	21	0	66	42	22	2	66
19	59	20	1	80	47	24	9	80
20	53	15	0	68	41	25	2	68
21	50	13	0	63	47	13	3	63
22	45	22	2	69	42	23	4	69
23	41	11	0	52	31	19	2	52
24	41	12	0	53	33	16	4	53
25	35	13	0	48	29	18	1	48
26	27	8	0	35	28	6	1	35
27	19	9	0	28	15	12	1	28
28	27	8	0	35	23	11	1	35
29	22	10	1	33	18	14	1	33
30	28	6	0	34	20	14	0	34
31	26	9	1	36	26	8	2	36
32	14	8	0	22	11	9	2	22
33	21	9	0	30	18	10	2	30
34	12	8	0	20	10	8	2	20
35	14	7	0	21	12	6	3	21
36	15	6	1	22	15	6	1	22
37	18	6	0	24	16	8	0	24
38	11	3	0	14	13	0	1	14
39	15	1	0	16	7	9	0	16
40	10	6	0	16	9	7	0	16
41	14	7	0	21	16	5	0	21
42	13	3	0	16	12	4	0	16
43	15	4	0	19	13	6	0	19
44	15	5	0	20	15	5	0	20
45	12	4	1	17	10	6	1	17
46	11	1	0	12	7	5	0	12
47	17	4	0	21	15	6	0	21
48	10	4	0	14	10	4	0	14
49	10	2	0	12	8	3	1	12
50	11	2	0	13	9	4	0	13
51	7	0	0	7	5	1	1	7
52	9	3	0	12	7	5	0	12
53	7	1	0	8	6	1	1	8
54	8	4	0	12	7	3	2	17
55	3	0	0	3	1	2	0	3
56	7	5	0	12	5	5	2	12
57	4	1	0	5	2	2	1	5
58	2	0	0	2	2	0	0	2
59	6	0	0	6	3	2	1	6
60	1	1	0	2	2	0	0	2
61	4	2	0	6	5	1	0	6
62	5	1	0	6	6	0	0	6
63	4	0	0	4	4	0	0	4
64	3	1	0	4	3	1	0	4
65	1	1	0	2	0	1	1	2
66	0	1	0	1	1	0	0	1
67	2	0	0	2	0	2	0	2
68	3	0	0	3	2	1	0	3
69	1	0	0	1	1	0	0	1
70	1	0	0	1	1	0	0	1
71	2	0	0	2	1	1	0	2
72	0	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0	0
74	2	0	0	2	0	1	1	2
75	2	0	0	2	2	0	0	2
76	1	1	0	2	2	0	0	2
77	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	1	0	1	1	0	0	1
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	76	20	97	193	151	42	0	193
Total	982	331	105	1,418	930	429	59	1,418

*PD Only = Property Damage Only Collision

** NS is where the driver's age is not stated.

Alcohol – SECTION 10

Drinking Drivers in Collisions by Age, Gender and Year

Table 10.10

Age	2008				2009				2010			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
< 16	12	9	0	21	2	8	1	11	4	4	1	9
16	20	14	0	34	24	8	0	32	14	8	0	22
17	41	19	0	60	29	8	2	39	27	9	0	36
18	71	21	0	92	47	18	1	66	45	21	0	66
19	80	29	0	109	66	24	1	91	59	20	1	80
20	66	28	1	95	83	23	1	107	53	15	0	68
21	65	19	0	84	60	20	0	80	50	13	0	63
22	78	19	0	97	48	10	0	58	45	22	2	69
23	42	12	1	55	54	9	1	64	41	11	0	52
24	37	13	0	50	50	18	0	68	41	12	0	53
25 - 34	321	100	3	424	305	87	4	396	231	88	2	321
35 - 44	159	62	2	223	166	47	0	213	140	48	1	189
45 - 54	126	37	0	163	146	32	3	181	102	25	1	128
55 - 64	47	10	0	57	53	5	0	58	39	11	0	50
65 - 74	13	4	0	17	9	3	0	12	12	2	0	14
75 >	6	0	0	6	4	0	0	4	3	2	0	5
NS *	3	1	103	107	9	2	88	99	76	20	97	193
Total	1,187	397	110	1,694	1,155	322	102	1,579	982	331	105	1,418

Drinking Drivers in Collisions by Age, Collision Severity and Year

Table 10.11

Age	2008				2009				2010			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
< 16	12	7	2	21	7	4	0	11	6	2	1	9
16	18	13	3	34	19	12	1	32	10	12	0	22
17	41	17	2	60	23	15	1	39	26	8	2	36
18	59	32	1	92	45	19	2	66	42	22	2	66
19	58	47	4	109	48	37	6	91	47	24	9	80
20	65	24	6	95	74	29	4	107	41	25	2	68
21	56	25	3	84	54	22	4	80	47	13	3	63
22	70	24	3	97	40	18	0	58	42	23	4	69
23	35	18	2	55	42	21	1	64	31	19	2	52
24	24	26	0	50	45	21	2	68	33	16	4	53
25 - 34	273	136	15	424	241	141	14	396	198	110	13	321
35 - 44	136	77	10	223	133	75	5	213	128	56	5	189
45 - 54	97	61	5	163	112	62	7	181	84	38	6	128
55 - 64	37	17	3	57	38	15	5	58	33	13	4	50
65 - 74	8	7	2	17	9	3	0	12	6	6	2	14
75 >	4	1	1	6	2	1	1	4	5	0	0	5
NS *	88	17	2	107	83	16	0	99	151	42	0	193
Total	1,081	549	64	1,694	1,015	511	53	1,579	930	429	59	1,418

* NS is where the driver's age is not stated.

Traffic Collision Statistics

Contents:

		Page
Figure	11.1 Traffic Collision Rates by Rural Municipality	119
Table	11.1 2010 Traffic Collision Statistics by Highway Control Section	85
	11.2 2010 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	104
	11.3 2010 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	105
	11.4 2010 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	105
	11.5 2010 Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	105
	11.6 Traffic Collision Statistics by Intersection – Three Cities	106
	11.7 2010 Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000	107
	11.8 2010 Traffic Collision Statistics by Rural Municipality	112

Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2010 Quick Facts:

- The collision rate for all provincial highways is 0.78 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
 - of 5,000 or more is 2.55
 - of 250 to 4,999 is 0.66
 - under 250 is 0.38
- Regina and Saskatoon combined account for 43% of the province's population and 47% of the collisions.
- Regina recorded 5,348 collisions, 1,416 injuries and 6 deaths in 2010.
- Saskatoon recorded 8,081 collisions, 1,534 injuries and 11 deaths in 2010.
- Alcohol was a factor in 1,435 traffic collisions in Saskatchewan during 2010.
- The collision rate for all rural municipalities is 3.01 collisions per 100 people and 1.19 collisions per million vehicle kilometres.

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
1-01	Manitoba Border - Moosomin	20.2	3,843	28.35	15	4	2	21	0.74	12	2
1-02	Moosomin - Whitewood	47.1	4,109	70.62	23	7	0	30	0.42	11	0
1-03	Whitewood - Broadview	23.9	4,668	40.63	14	7	1	22	0.54	13	1
1-04	Broadview - Grenfell	25.0	4,390	39.99	9	4	1	14	0.35	9	1
1-05	Grenfell - Indian Head	57.2	4,871	101.72	46	16	2	64	0.63	20	2
1-06	Indian Head - Qu'Appelle	13.8	6,039	30.48	19	2	0	21	0.69	2	0
1-07	Qu'Appelle - Balgonie	30.2	6,975	76.96	37	8	2	47	0.61	13	3
1-08	Balgonie - Regina	18.4	17,567	118.24	63	14	0	77	0.65	21	0
1-09	Regina Bypass	7.7	27,157	76.23	0	0	0	0	0.00	0	0
1-10	Regina - Jct Hwy 39	56.6	10,170	209.96	80	23	1	104	0.50	35	1
1-11	Jct Hwy 39 - Moose Jaw	4.8	11,299	19.84	10	3	0	13	0.66	8	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	7,732	15.63	2	1	0	3	0.19	1	0
1-13	N Jct Hwy 2 - Mortlach	45.3	5,557	91.85	47	11	1	59	0.64	16	1
1-14	Mortlach - Chaplin	36.0	5,028	66.11	20	3	0	23	0.35	3	0
1-15	Chaplin - W Jct Hwy 19	25.6	5,183	48.39	19	0	0	19	0.39	0	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	5,322	63.41	20	2	1	23	0.36	2	1
1-17	Rush Lake - Swift Current	30.6	5,566	62.06	38	5	0	43	0.69	6	0
1-18	Swift Current - Jct Hwy 32	9.3	7,597	25.70	6	3	0	9	0.35	5	0
1-19	Jct Hwy 32 - Gull Lake	46.3	5,186	87.66	30	7	0	37	0.42	9	0
1-20	Gull Lake - Sidewood	34.3	4,492	56.16	16	5	0	21	0.37	5	0
1-21	Sidewood - Maple Creek	38.9	4,421	62.70	32	4	2	38	0.61	10	2
1-22	Maple Creek - Alberta Border	39.6	4,819	69.67	17	5	0	22	0.32	8	0
Subtotal - Hwy 1		648.8		1,462.36	573	134	13	720	0.46	209	14
2-01	U.S. Border - Rockglen	49.3	113	2.04	1	0	0	1	0.49	0	0
2-02	Rockglen - Assiniboia	53.5	409	8.00	4	1	0	5	0.62	1	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,204	12.18	7	2	0	9	0.74	3	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	1,163	18.84	10	3	0	13	0.69	18	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,681	16.51	13	3	0	16	0.97	5	0
2-06	Moose Jaw S - Moose Jaw N	6.9	3,325	8.34	6	0	0	6	0.72	0	0
2-07	Moose Jaw N - Tuxford	17.9	3,268	21.33	7	2	0	9	0.42	2	0
2-08	Tuxford - Chamberlain	33.3	1,788	21.70	11	0	0	11	0.51	0	0
2-09	Findlater - Liberty	33.6	520	6.38	13	0	0	13	2.04	0	0
2-10	Liberty - Imperial	29.3	608	6.50	6	0	1	7	1.08	0	1
2-11	Imperial - Watrous	36.0	985	12.93	9	1	0	10	0.77	4	0
2-12	Watrous - Young	23.1	1,230	10.35	15	1	0	16	1.55	1	0
2-13	Young - Jct Hwy 16	22.0	1,140	9.14	2	0	0	2	0.22	0	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	497	3.62	1	2	0	3	0.83	5	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	908	7.16	4	0	0	4	0.56	0	0
2-16	Jct Hwy 27 - Wakaw	35.3	676	8.70	6	2	0	8	0.92	2	0
2-17	Wakaw - St. Louis	32.9	1,143	13.71	14	0	0	14	1.02	0	0
2-18	St. Louis - Prince Albert	26.3	1,606	15.39	19	4	1	24	1.56	10	1
2-19	Prince Albert S - Jct Hwy 55	4.4	7,580	12.15	5	1	0	6	0.49	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	5,078	68.93	46	8	0	54	0.78	8	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,467	19.82	9	1	0	10	0.50	5	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	798	13.32	6	2	0	8	0.60	3	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
2-23	Weyakwin Lake - Jct Hwy 165	85.7	761	23.81	7	2	1	10	0.42	3	1
2-24	Jct Hwy 165 - La Ronge	32.4	1,466	17.33	11	5	2	18	1.04	10	2
	Subtotal - Hwy 2	782.0		358.17	232	40	5	277	0.77	81	5
3-01	Manitoba Border - Erwood	35.4	126	1.62	4	0	0	4	2.47	0	0
3-02	Erwood - Hudson Bay	14.1	676	3.47	1	0	0	1	0.29	0	0
3-03	Hudson Bay - Prairie River	40.9	592	8.84	10	1	0	11	1.24	2	0
3-04	Prairie River - S Jct Hwy 23	53.3	593	11.54	15	2	0	17	1.47	2	0
3-05	S Jct Hwy 23 - Tisdale	20.6	1,718	12.91	7	1	0	8	0.62	1	0
3-06	Tisdale - Melfort	34.3	2,341	29.31	10	4	0	14	0.48	6	0
3-07	Melfort - Kinistino	27.5	2,045	20.55	8	1	0	9	0.44	2	0
3-08	Kinistino - Birch Hills	27.3	1,977	19.69	8	4	0	12	0.61	5	0
3-09	Birch Hills - Prince Albert	33.1	3,243	39.15	17	4	1	22	0.56	6	1
3-11	Prince Albert - Shellbrook	43.1	3,912	61.52	34	7	0	41	0.67	11	0
3-12	Shellbrook - Cameo	10.3	1,628	6.10	8	3	0	11	1.80	3	0
3-13	Cameo - Shell Lake	46.6	925	15.73	17	4	0	21	1.34	9	0
3-14	Shell Lake - Spiritwood	24.6	1,075	9.66	17	1	2	20	2.07	7	2
3-15	Spiritwood - Glaslyn	55.5	808	16.37	26	3	0	29	1.77	3	0
3-16	Glaslyn - Turtleford	45.3	634	10.49	17	4	1	22	2.10	7	1
3-17	Jct Hwy 26 - N Sask. River	30.1	1,326	14.56	24	3	0	27	1.85	4	0
3-18	N Sask. River - Alberta Border	26.4	1,550	14.95	11	3	0	14	0.94	4	0
	Subtotal - Hwy 3	568.3		296.47	234	45	4	283	0.95	72	4
4-01	U.S. Border - Val Marie	31.3	114	1.30	1	0	0	1	0.77	0	0
4-02	Val Marie - Cadillac	54.7	201	4.01	9	0	0	9	2.24	0	0
4-03	Cadillac - Jct Hwy 43	26.3	710	6.81	5	2	0	7	1.03	2	0
4-04	Jct Hwy 43 - Swift Current	38.8	2,185	30.92	15	1	0	16	0.52	2	0
4-05	Swift Current - Sask. Landing	48.1	1,808	31.71	27	2	0	29	0.91	2	0
4-06	Sask. Landing - Sanctuary	41.7	1,376	20.93	4	1	0	5	0.24	1	0
4-07	Sanctuary - Elrose	23.5	1,311	11.26	5	1	0	6	0.53	1	0
4-08	Elrose - Rosetown	37.8	1,531	21.14	7	1	0	8	0.38	1	0
4-09	Rosetown - Jct Hwy 31	11.7	1,150	4.93	4	2	0	6	1.22	2	0
4-10	Jct Hwy 31 - Biggar	46.8	717	12.25	18	2	0	20	1.63	3	0
4-11	Biggar - Struan Grid	34.3	517	6.47	11	5	1	17	2.63	7	1
4-12	Struan Grid - Red Pheasant	20.9	527	4.01	6	3	0	9	2.24	6	0
4-13	Red Pheasant - Battleford	35.7	1,799	23.41	17	10	0	27	1.15	21	0
4-14	Battleford - Jct Hwy 26	21.0	5,839	44.84	10	4	0	14	0.31	7	0
4-15	Jct Hwy 26 - Cochin	17.3	2,728	17.17	5	2	0	7	0.41	2	0
4-16	Cochin - Glaslyn	29.6	1,569	16.93	22	3	1	26	1.54	6	1
4-17	Glaslyn - Meadow Lake	89.2	1,088	35.39	35	3	0	38	1.07	3	0
4-18	Meadow Lake - Jct Hwy 104	30.5	579	6.45	12	0	0	12	1.86	0	0
	Subtotal - Hwy 4	638.9		299.93	213	42	2	257	0.86	66	2
5-01	Togo - Kamsack	32.9	388	4.66	5	0	0	5	1.07	0	0
5-02	Kamsack - Canora	36.7	949	12.72	13	1	0	14	1.10	3	0
5-03	Canora - Invermay	54.7	703	14.04	12	2	0	14	1.00	2	0
5-04	Invermay - Wadena	46.5	887	15.05	6	1	0	7	0.46	1	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
5-05	Wadena - Watson	53.6	977	19.12	17	5	0	22	1.15	6	0
5-06	Watson - Humboldt	39.4	2,416	34.77	21	6	1	28	0.81	12	1
5-07	Humboldt - N Jct Hwy 2	41.7	2,303	35.05	18	4	1	23	0.66	6	1
5-08	S Jct Hwy 2 - Patience Lake	40.8	2,069	30.81	23	10	0	33	1.07	16	0
5-09	Patience Lake - Saskatoon	11.4	3,156	13.12	11	6	0	17	1.30	11	0
5-10	College Drive in Saskatoon	3.9	11,540	16.34	1	1	0	2	0.12	1	0
	Subtotal - Hwy 5	361.6		195.69	127	36	2	165	0.84	58	2
6-01	U.S. Border - Jct Hwy 18	16.4	251	1.51	2	1	0	3	1.99	1	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.5	450	9.11	5	1	0	6	0.66	3	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	740	11.70	3	1	0	4	0.34	4	0
6-04	S Jct Hwy 39 - Regina South	38.1	4,211	58.55	13	9	2	24	0.41	11	2
6-05	Regina South - Regina North	2.4	10,978	9.74	7	0	1	8	0.82	0	1
6-06	Regina North - Piapot FN	26.4	4,143	39.86	26	5	0	31	0.78	6	0
6-07	Piapot FN - Southey	24.2	2,902	25.65	14	4	1	19	0.74	5	1
6-08	Southey - Raymore	54.1	1,514	29.91	23	1	1	25	0.84	1	1
6-09	Raymore - Dafoe	38.0	1,124	15.60	12	1	0	13	0.83	2	0
6-10	Dafoe - Watson	43.0	1,041	16.35	10	2	0	12	0.73	2	0
6-11	Watson - Naicam	32.8	1,453	17.40	12	0	1	13	0.75	0	1
6-12	Naicam - Silver Park	26.6	1,199	11.63	9	2	0	11	0.95	2	0
6-13	Silver Park - Melfort	23.0	1,472	12.34	8	4	0	12	0.97	7	0
6-14	Melfort - Gronlid	31.8	978	11.34	6	2	0	8	0.71	2	0
6-15	Gronlid - Choiceland	43.3	263	4.15	5	3	0	8	1.93	3	0
	Subtotal - Hwy 6	498.9		274.83	155	36	6	197	0.72	49	6
7-01	Saskatoon - Jct Hwy 60	2.1	8,180	6.33	3	5	0	8	1.26	6	0
7-02	Jct Hwy 60 - Delisle	30.4	5,424	60.25	52	5	0	57	0.95	9	0
7-03	Delisle - Harris	37.9	3,064	42.32	14	1	0	15	0.35	2	0
7-04	Harris - Rosetown	36.4	3,101	41.17	19	6	0	25	0.61	7	0
7-05	Rosetown - Brock	52.4	2,413	46.14	16	1	0	17	0.37	2	0
7-06	Brock - Kindersley	31.0	2,821	31.96	10	4	0	14	0.44	9	0
7-07	Kindersley - Jct Hwy 307	21.2	2,679	20.71	4	1	0	5	0.24	2	0
7-08	Jct Hwy 307 - Alsask	40.0	1,945	28.42	12	4	0	16	0.56	5	0
	Subtotal - Hwy 7	251.4		277.31	130	27	0	157	0.57	42	0
8-01	U.S. Border - Carievale	19.9	293	2.12	5	0	0	5	2.36	0	0
8-02	Carievale - Redvers	45.6	423	7.04	6	1	0	7	0.99	1	0
8-03	Redvers - Fairlight	34.0	369	4.59	7	1	0	8	1.74	1	0
8-04	Fairlight - Moosomin	29.9	798	8.72	9	2	0	11	1.26	2	0
8-05	Moosomin - Qu'Appelle River	40.5	1,339	19.81	18	3	1	22	1.11	4	6
8-06	Qu'Appelle River - Langenburg	41.9	664	10.15	8	2	0	10	0.99	2	0
8-07	Langenburg - Wroxton	46.9	149	2.56	4	0	0	4	1.56	0	0
8-08	Wroxton - Kamsack	38.0	628	8.71	8	0	0	8	0.92	0	0
8-09	Kamsack - Pelly	31.8	1,325	15.39	2	0	0	2	0.13	0	0
8-10	Pelly - Norquay	41.4	139	2.10	4	0	0	4	1.90	0	0
	Subtotal - Hwy 8	370.0		81.18	71	9	1	81	1.00	10	6
9-01	U.S. Border - Jct Hwy 18	26.8	281	2.75	7	0	0	7	2.55	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
9-02	Jct Hwy 18 - Carlyle	46.9	1,760	30.13	13	4	2	19	0.63	5	2
9-03	Carlyle - Jct Hwy 48	43.5	1,717	27.24	21	1	1	23	0.84	1	1
9-04	Jct Hwy 48 - Whitewood	37.0	884	11.95	14	1	1	16	1.34	5	1
9-05	Whitewood - Qu'Appelle River	19.0	958	6.64	5	2	0	7	1.05	2	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	1,173	15.63	9	4	0	13	0.83	6	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1,231	9.56	5	1	0	6	0.63	1	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,301	15.65	19	3	0	22	1.41	4	0
9-09	Yorkton - Canora	46.2	3,198	53.97	19	4	0	23	0.43	4	0
9-10	Canora - Jct Hwy 49	27.7	1,349	13.61	12	1	0	13	0.95	1	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,347	9.82	16	0	0	16	1.63	0	0
9-12	Preeceville - Usherville	31.0	406	4.59	5	2	0	7	1.53	2	0
9-13	Usherville - Bertwell	42.5	157	2.44	4	1	0	5	2.05	1	0
9-14	Bertwell - Hudson Bay	38.6	404	5.70	4	0	0	4	0.70	0	0
9-15	Hudson Bay - Manitoba Border	123.1	59	2.67	3	3	0	6	2.25	4	0
Subtotal - Hwy 9		593.0		212.34	156	27	4	187	0.88	36	4
10-01	Manitoba Border - Wroxton	25.0	781	7.12	10	0	0	10	1.40	0	0
10-02	Wroxton - Yorkton	37.6	1,602	21.97	20	4	0	24	1.09	4	0
10-03	Yorkton - Melville	41.9	3,318	50.72	26	1	0	29	0.57	1	0
10-04	Melville - Jct Hwy 22	46.2	2,229	37.55	16	5	1	22	0.59	9	1
10-05	Jct Hwy 22 - Fort Qu'Appelle	25.3	3,101	28.68	25	2	1	28	0.98	5	1
10-06	Fort Qu'Appelle - Balgonie	44.4	4,338	70.26	40	16	0	56	0.80	25	0
Subtotal - Hwy 10		220.3		216.31	139	28	2	169	0.78	44	2
11-00	Hwy 11 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
11-01	Regina - Lumsden	25.9	12,939	122.36	48	20	0	68	0.56	24	0
11-02	Lumsden - Bethune	25.9	6,087	57.63	23	5	0	28	0.49	6	0
11-03	Bethune - E Jct Hwy 2	19.2	4,795	33.66	18	2	0	20	0.59	4	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	5,239	47.15	14	3	0	17	0.36	10	0
11-05	Aylesbury - Davidson	45.4	5,679	94.00	32	8	0	40	0.43	14	0
11-06	Davidson - Kenaston	32.1	5,564	65.13	20	10	0	30	0.46	19	0
11-07	Kenaston - Dundurn	38.9	6,278	89.16	28	14	0	42	0.47	27	0
11-08	Dundurn - Saskatoon	31.8	8,706	101.15	65	8	0	73	0.72	10	0
11-10	Saskatoon - Warman	15.6	12,092	68.96	36	9	1	46	0.67	16	2
11-11	Warman - Rosthern	43.0	5,812	91.21	40	8	1	49	0.54	28	1
11-12	Rosthern - Duck Lake	18.3	4,218	28.17	11	6	0	17	0.60	9	0
11-13	Duck Lake - Prince Albert	49.0	4,232	75.65	39	9	0	48	0.63	14	0
Subtotal - Hwy 11		369.8		874.24	376	102	2	480	0.55	181	3
12-01	Jct Hwy 11 - Hepburn	36.4	6,507	86.36	37	20	1	58	0.67	37	1
12-02	Hepburn - Blaine Lake	38.2	1,898	26.47	10	4	0	14	0.53	6	0
12-03	Blaine Lake - Big Grass Lake	39.1	528	7.55	17	0	0	17	2.25	0	0
12-04	Big Grass Lake - Shell Lake	21.0	494	3.79	7	0	0	7	1.85	0	0
Subtotal - Hwy 12		134.7		124.16	71	24	1	96	0.77	43	1
13-01	Manitoba Border - Redvers	19.7	973	7.00	8	0	0	8	1.14	0	0
13-02	Redvers - Carlyle	42.3	1,671	25.82	15	2	0	17	0.66	2	0
13-03	Carlyle - Stoughton	54.5	2,776	55.20	33	4	1	38	0.69	4	2

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
13-04	Stoughton - Griffin	31.0	1,596	18.06	14	3	0	17	0.94	3	0
13-05	Griffin - Weyburn	27.6	1,782	17.93	11	1	0	12	0.67	4	0
13-06	Weyburn - Jct Hwy 28	31.1	1,233	13.98	13	2	0	15	1.07	2	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	733	6.11	7	0	0	7	1.15	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	721	10.46	9	1	0	10	0.96	3	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	327	3.66	4	1	0	5	1.37	1	0
13-10	Jct Hwy 36 - Assiniboia	36.5	561	7.47	5	1	0	6	0.80	2	0
13-11	Assiniboia - Laffleche	42.6	868	13.51	11	2	0	13	0.96	4	0
13-12	Laffleche - Kincaid	32.3	516	6.09	2	2	0	4	0.66	2	0
13-13	Kincaid - Cadillac	54.9	472	9.46	10	2	0	12	1.27	2	0
13-14	Cadillac - Jct Hwy 37	49.5	234	4.22	2	0	0	2	0.47	0	0
13-15	Shaunavon - Eastend	34.3	762	9.55	5	0	0	5	0.52	0	0
13-16	Eastend - E Jct Hwy 21	52.5	184	3.52	6	1	0	7	1.99	1	0
13-17	E Jct Hwy 21 - Govanlock	44.1	169	2.72	0	1	0	1	0.37	1	0
13-18	Govanlock - Alberta Border	14.5	20	0.11	0	0	0	0	0.00	0	0
Subtotal - Hwy 13		660.6		214.86	155	23	1	179	0.83	31	2
14-12	Saskatoon - Asquith	28.7	3,283	34.40	44	4	0	48	1.40	5	0
14-13	Asquith - Perdue	22.7	1,978	16.38	13	3	0	16	0.98	4	0
14-14	Perdue - Biggar	31.6	1,728	19.92	18	0	0	18	0.90	0	0
14-15	Biggar - Landis	35.6	932	12.12	6	1	0	7	0.58	1	0
14-16	Landis - Wilkie	31.5	967	11.11	5	1	0	6	0.54	6	0
14-17	Wilkie - Unity	30.3	1,602	17.69	13	1	0	14	0.79	1	0
14-18	Unity - Salvador Grid	29.2	1,184	12.62	8	1	0	9	0.71	1	0
14-19	Salvador Grid - Alberta Border	33.8	1,079	13.32	9	1	0	10	0.75	1	0
Subtotal - Hwy 14		243.3		137.56	116	12	0	128	0.93	19	0
15-02	Bredenbury - Jct Hwy 9	32.9	235	2.82	11	1	0	12	4.26	1	0
15-03	Jct Hwy 9 - Melville	22.5	667	5.48	10	1	0	11	2.01	1	0
15-04	Melville - Jct Hwy 52	58.7	546	11.70	15	2	0	17	1.45	4	0
15-05	Jct Hwy 52 - Leross	26.5	544	5.26	5	0	0	5	0.95	0	0
15-06	Leross - Raymore	51.9	673	12.73	11	1	1	13	1.02	1	1
15-07	Raymore - S Jct Hwy 20	32.7	283	3.38	3	0	0	3	0.89	0	0
15-08	Nokomis - Jct Hwy 2	31.0	341	3.86	1	0	0	1	0.26	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	245	5.07	4	0	0	4	0.79	0	0
15-10	Kenaston - Jct Hwy 19	22.8	820	6.82	3	1	0	4	0.59	1	0
15-11	Jct Hwy 19 - Outlook	34.5	1,298	16.36	3	2	0	5	0.31	2	0
15-12	Outlook - Milden	27.8	1,159	11.77	6	2	0	8	0.68	4	0
15-13	Milden - Rosetown	36.3	899	11.90	3	1	0	4	0.34	1	0
Subtotal - Hwy 15		434.2		97.15	75	11	1	87	0.90	15	1
16-11	Manitoba Border - Churchbridge	30.5	1,817	20.23	17	2	0	19	0.94	6	0
16-12	Churchbridge - Yorkton	52.7	2,542	48.88	27	5	2	34	0.70	12	4
16-13	Yorkton - Springside	22.1	2,990	24.15	6	2	0	8	0.33	2	0
16-14	Springside - Insinger	31.0	2,051	23.24	16	4	0	20	0.86	7	0
16-15	Insinger - Tuffnell	22.6	1,881	15.49	3	2	0	5	0.32	2	0
16-16	Tuffnell - Eltros	38.0	2,001	27.76	12	2	1	15	0.54	11	1
16-17	Eltros - Dalfie	49.0	2,268	40.55	17	1	0	18	0.44	2	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
16-18	Dafoe - Guernsey	42.1	2,365	36.31	28	5	0	33	0.91	5	0
16-19	Guernsey - Jct Hwy 2	44.7	2,329	38.01	24	4	0	28	0.74	6	0
16-20	Jct Hwy 2 - Saskatoon	63.1	4,908	113.00	43	13	2	58	0.51	23	2
16-23	Jct Hwy 11 - North Sask. River	41.0	8,446	126.40	62	10	2	74	0.59	20	2
16-24	North Sask. River - Radisson	19.3	7,423	52.19	41	5	0	46	0.88	6	0
16-25	Radisson - Denholm	48.4	6,394	112.98	30	5	1	36	0.32	7	1
16-26	Denholm - North Battleford	23.4	6,138	52.44	18	5	0	23	0.44	13	0
16-27	North Battleford - Bresaylor	41.8	4,538	69.27	34	6	0	40	0.58	6	0
16-28	Bresaylor - Maidstone	39.9	4,566	66.57	25	5	0	30	0.45	6	0
16-29	Maidstone - Marshall	36.2	6,151	81.22	55	6	2	63	0.78	9	2
16-30	Marshall - Lloydminster	15.8	8,364	48.23	11	4	1	16	0.33	9	1
	Subtotal - Hwy 16	661.6		996.90	469	86	11	566	0.57	152	13
17-03	Macklin - Alberta Border	57.0	747	15.56	5	1	0	6	0.39	1	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,993	17.62	5	0	0	5	0.28	0	0
17-05	Alberta Border - Lloydminster	22.0	3,158	25.31	15	4	0	19	0.75	4	0
17-06	Lloydminster - Jct Hwy 3	23.0	4,287	36.05	27	2	0	29	0.80	2	0
17-07	Jct Hwy 3 - N Sask. River	10.7	1,732	6.76	5	0	0	5	0.74	0	0
17-08	N Sask. River - Onion Lake	12.9	1,855	8.75	7	0	0	7	0.80	0	0
	Subtotal - Hwy 17	149.9		110.05	64	7	0	71	0.65	7	0
18-01	Manitoba Border - Carievale	19.6	760	5.43	10	1	0	11	2.03	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,859	32.60	32	4	0	36	1.10	11	0
18-03	Jct Hwy 9 - Bienfait	44.1	2,307	37.15	19	6	0	25	0.67	6	0
18-04	Estevan - Torquay	38.3	766	10.70	8	0	0	8	0.75	0	0
18-05	Torquay - Oungre	22.8	313	2.60	3	1	0	4	1.54	1	0
18-06	Oungre - Lake Alma	29.3	190	2.03	1	0	0	1	0.49	0	0
18-07	Lake Alma - N Jct Hwy 6	28.0	163	1.67	0	0	0	0	0.00	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	79	1.39	0	0	0	0	0.00	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	300	2.18	3	0	0	3	1.38	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	265	2.29	0	0	0	0	0.00	0	0
18-11	Rockglen - Wood Mountain	32.1	76	0.89	3	0	0	3	3.37	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	169	3.24	10	0	0	10	3.09	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	168	2.27	2	1	0	3	1.32	1	0
18-14	Ponteix Grid - Val Marie	35.7	65	0.84	0	0	0	0	0.00	0	0
18-15	S Jct Hwy 4 - Climax	42.2	174	2.67	2	0	0	2	0.75	0	0
18-16	Climax - Divide	65.7	161	3.87	3	1	0	4	1.03	1	0
18-17	Divide - Robsart	31.0	56	0.63	0	0	0	0	0.00	0	0
	Subtotal - Hwy 18	617.9		112.45	96	14	0	110	0.98	21	0
19-01	Jct Hwy 18 - Kincaid	26.3	215	2.06	4	0	0	4	1.94	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	102	0.92	1	0	0	1	1.08	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	276	6.04	5	0	0	5	0.83	0	0
19-04	Chaplin - Central Butte	43.4	246	3.89	7	0	0	7	1.80	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	383	5.68	2	1	0	3	0.53	1	0
19-06	Elbow - Jct Hwy 15	42.2	520	8.00	3	2	0	5	0.62	4	0
	Subtotal - Hwy 19	237.3		26.60	22	3	0	25	0.94	5	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
20-01	Lumsden - Jct Hwy 22	36.6	1,703	22.73	21	7	0	28	1.23	10	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	694	13.99	12	6	0	18	1.29	10	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	511	8.88	17	0	0	17	1.92	0	0
20-04	W Jct Hwy 16 - Humboldt	36.5	828	11.04	8	2	0	10	0.91	7	0
20-05	Humboldt - Pilger	32.8	642	7.69	2	2	0	4	0.52	2	0
20-06	Pilger - Crystal Springs	44.9	208	3.40	4	0	0	4	1.17	0	0
20-07	Crystal Springs - Jct Hwy 3	22.6	252	2.08	2	0	0	2	0.96	0	0
Subtotal - Hwy 20		276.3		69.81	66	17	0	83	1.19	29	0
21-01	U.S. Border - Govenlock	29.5	27	0.29	2	0	0	2	6.79	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	344	4.31	4	1	0	5	1.16	2	0
21-04	Cypress Hills - Maple Creek	27.5	645	6.47	9	0	0	9	1.39	0	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,950	5.89	4	1	0	5	0.85	1	0
21-06	Jct Hwy 1 - Fox Valley	52.8	495	9.55	6	0	0	6	0.63	0	0
21-07	Fox Valley - Leader	50.1	449	8.22	3	1	0	4	0.49	1	0
21-08	Leader - Eatonia	41.1	450	6.75	8	1	0	9	1.33	1	0
21-09	Glidden - Kindersley	26.2	1,009	9.64	7	3	0	10	1.04	3	0
21-10	Kindersley - Jct Hwy 31	36.0	1,827	24.01	9	3	0	12	0.50	3	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,410	6.99	5	2	0	7	1.00	3	0
21-12	Kerrobert - Unity	59.3	632	13.69	12	0	0	12	0.88	0	0
21-13	Unity - E Jct Hwy 40	35.7	557	7.26	4	0	0	4	0.55	0	0
21-14	W Jct Hwy 40 - Maidstone	30.9	531	6.00	13	1	0	14	2.33	1	0
21-15	Maidstone - E Jct Hwy 3	52.4	1,080	20.27	14	1	0	15	0.74	1	0
21-16	Paradise Hill - Peck Lake	36.7	161	2.15	6	0	0	6	2.79	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	85	0.66	6	2	0	8	12.16	2	0
21-18	Ministikwan Lake - Pierceland	43.7	318	5.07	5	1	0	6	1.18	3	0
21-19	Pierceland - Northern Pine	22.2	104	0.84	4	1	0	5	5.95	1	0
Subtotal - Hwy 21		621.5		138.05	121	18	0	139	1.01	22	0
22-01	Man. Border - S Jct Hwy 8	13.1	170	0.81	0	0	0	0	0.00	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,648	24.54	22	3	0	25	1.02	3	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	218	1.96	5	0	0	5	2.55	0	0
22-04	Killaly - Jct Hwy 10	51.8	449	8.49	10	2	0	12	1.41	2	0
22-05	Lipton - Souhey	50.9	568	10.55	6	2	0	8	0.76	4	0
22-06	Souhey - Jct Hwy 20	26.6	309	3.00	2	2	0	4	1.33	3	0
Subtotal - Hwy 22		207.8		49.36	45	9	0	54	1.09	12	0
23-01	Jct Hwy 9 - Somme	31.6	126	1.45	3	0	0	3	2.06	0	0
23-02	Somme - Chelan	30.2	622	6.87	14	1	0	15	2.18	1	0
23-03	Chelan - Crooked River	37.9	523	7.23	5	1	0	6	0.83	2	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	610	14.06	7	4	0	11	0.78	6	0
Subtotal - Hwy 23		162.9		29.61	29	6	0	35	1.18	9	0
24-01	Spiritwood - Leoville	32.2	855	10.07	11	2	0	13	1.29	2	0
24-02	Leoville - Chitek Lake	25.3	530	4.90	8	2	0	10	2.04	5	0
Subtotal - Hwy 24		57.6		14.96	19	4	0	23	1.54	7	0
25-01	Birch Hills - St. Louis	29.1	280	2.97	3	1	0	4	1.35	4	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
26-01	Jct Hwy 4 - Meota	15.5	1,066	6.01	2	1	0	3	0.50	1	0
26-02	Meota - Turtleford	54.2	1,014	20.05	18	1	0	19	0.95	1	0
26-03	Turtleford - N Jct Hwy 3	29.4	669	7.18	8	2	0	10	1.39	2	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	732	12.73	25	3	1	29	2.28	5	1
26-05	Loon Lake - Goodsoil	52.0	427	8.11	7	2	0	9	1.11	6	0
Subtotal - Hwy 26		198.7		54.08	60	9	1	70	1.29	15	1
27-01	Jct Hwy 2 - Aberdeen	34.0	562	6.96	2	3	0	5	0.72	3	0
28-01	Lake Alma - Radville	39.8	195	2.83	5	0	0	5	1.77	0	0
28-02	Radville - Jct Hwy 13	20.1	612	4.48	4	1	0	5	1.12	1	0
Subtotal - Hwy 28		59.9		7.30	9	1	0	10	1.37	1	0
29-01	Wilkie - Cloan Grid	23.1	1,019	8.60	2	0	0	2	0.23	0	0
29-02	Cloan Grid - Battleford	25.9	1,117	10.58	6	0	0	6	0.57	0	0
Subtotal - Hwy 29		49.1		19.18	8	0	0	8	0.42	0	0
30-01	S Sask. River - Eston	21.4	159	1.24	0	0	0	0	0.00	0	0
30-02	Eston - Jct Hwy 7	37.0	198	2.68	1	0	0	1	0.37	0	0
Subtotal - Hwy 30		58.3		3.91	1	0	0	1	0.26	0	0
31-01	Jct Hwy 4 - Plenty	58.2	178	3.78	8	1	0	9	2.38	1	0
31-02	Plenty - S Jct Hwy 21	35.8	354	4.62	5	0	0	5	1.08	0	0
31-03	Kerrobert - Salvador	37.7	622	8.55	6	0	0	6	0.70	0	0
31-04	Salvador - Macklin	37.6	833	11.50	12	1	0	13	1.13	1	0
Subtotal - Hwy 31		169.5		28.45	31	2	0	33	1.16	2	0
32-01	Jct Hwy 1 - Success	22.9	1,317	11.02	3	1	0	4	0.36	1	0
32-02	Success - Cabri	33.6	783	9.61	1	1	0	2	0.21	1	0
32-03	Cabri - Lancer	38.9	482	6.84	1	0	0	1	0.15	0	0
32-04	Lancer - Leader	47.4	325	5.62	0	0	0	0	0.00	0	0
Subtotal - Hwy 32		142.8		33.09	5	2	0	7	0.21	2	0
33-01	Stoughton - Fillmore	38.2	1,188	16.55	7	2	0	9	0.54	2	0
33-02	Fillmore - Francis	39.1	1,212	17.29	20	3	0	23	1.33	6	0
33-03	Francis - Kronau	38.4	2,178	30.51	12	0	0	12	0.39	0	0
33-04	Kronau - Regina	20.2	3,085	22.74	7	4	0	11	0.48	4	0
Subtotal - Hwy 33		135.8		87.08	46	9	0	55	0.63	12	0
34-01	U.S. Border - Bengough	46.4	184	3.11	2	1	0	3	0.96	1	0
34-02	Bengough - Jct Hwy 13	16.3	390	2.32	0	1	0	1	0.43	1	0
Subtotal - Hwy 34		62.7		5.44	2	2	0	4	0.74	2	0
35-01	U.S. Border - Oungre	16.2	148	0.88	0	0	0	0	0.00	0	0
35-02	Oungre - Colgate	28.5	428	4.45	5	0	0	5	1.12	0	0
35-03	Colgate - Weyburn	29.1	1,068	11.32	3	2	0	5	0.44	2	0
35-04	Weyburn - Francis	47.7	1,100	19.13	11	2	0	13	0.68	2	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	300	2.54	2	2	0	4	1.58	2	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	315	2.83	3	1	0	4	1.41	1	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
35-07	Qu'Appelle - Jct Hwy 10	19.8	347	2.50	3	0	0	3	1.20	0	0
35-08	Fort Qu'Appelle - Lipton	15.2	1,641	9.07	8	0	0	8	0.88	0	0
35-09	Lipton - Leross	43.2	725	11.42	4	1	0	5	0.44	2	0
35-10	Leross - Elfros	50.4	499	9.19	3	1	0	4	0.44	1	0
35-11	Elfros - Wadena	23.7	835	7.22	2	0	1	3	0.42	2	1
35-12	Wadena - Jct Hwy 49	21.7	869	6.89	7	1	0	8	1.16	1	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	622	10.52	6	0	0	6	0.57	0	0
35-14	Jct Hwy 349 - Tisdale	43.9	977	15.65	12	2	1	15	0.96	3	1
35-15	Tisdale - Jct Hwy 335	27.0	1,332	13.14	5	1	0	6	0.46	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	2,117	21.76	6	2	0	8	0.37	5	0
35-17	Jct Hwy 55 - Torch River	36.2	133	1.76	2	1	0	3	1.70	1	0
Subtotal - Hwy 35		524.8		150.28	82	16	2	100	0.67	23	2
36-01	U.S. Border - W Jct Hwy 18	30.3	320	3.54	4	1	0	5	1.41	1	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	341	4.83	3	2	0	5	1.04	3	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	225	5.31	2	1	0	3	0.57	1	0
Subtotal - Hwy 36		133.9		13.67	9	4	0	13	0.95	5	0
37-01	U.S. Border - Climax	23.0	148	1.25	2	0	0	2	1.60	0	0
37-02	Climax - Shaunavon	52.1	589	11.21	9	1	0	10	0.89	1	0
37-03	Shaunavon - Gull Lake	51.5	1,198	22.51	12	3	0	15	0.67	4	0
37-04	Gull Lake - W Jct Hwy 332	33.3	283	3.44	1	2	0	3	0.87	2	0
37-05	E Jct Hwy 332 - Cabri	24.5	154	1.38	2	0	0	2	1.45	0	0
Subtotal - Hwy 37		184.5		39.79	26	6	0	32	0.80	7	0
38-01	Kelvington - Perigord	22.3	574	4.67	3	0	0	3	0.64	0	0
38-02	Perigord - Chelan	34.4	325	4.08	9	0	0	9	2.21	0	0
38-05	Kuroki - Kelvington	31.4	239	2.74	6	0	0	6	2.19	0	0
Subtotal - Hwy 38		88.1		11.48	18	0	0	18	1.57	0	0
39-01	U.S. Border - Bienfait	27.0	1,323	13.02	12	1	0	13	1.00	1	0
39-02	Bienfait - Estevan	9.5	5,649	19.67	12	2	1	15	0.76	4	1
39-03	Estevan - Midale	40.9	3,294	49.22	17	4	0	21	0.43	4	0
39-04	Midale - Weyburn	43.7	3,532	56.37	19	4	0	23	0.41	4	0
39-05	Weyburn - Yellow Grass	26.8	3,513	34.30	4	5	0	9	0.26	12	0
39-06	Yellow Grass - Corinne	44.6	3,160	51.45	17	4	0	21	0.41	11	0
39-07	Corinne - Pitman	32.5	1,449	17.17	8	1	0	9	0.52	1	0
39-08	Pitman - Jct Hwy 1	36.0	1,385	18.18	4	3	1	8	0.44	8	1
Subtotal - Hwy 39		261.0		259.38	93	24	2	119	0.46	45	2
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,270	26.01	21	2	0	23	0.88	3	0
40-02	Blaine Lake - Hafford	36.0	661	8.70	8	1	0	9	1.03	2	0
40-03	Hafford - North Battleford	63.9	939	21.92	18	2	1	21	0.96	4	1
40-04	Battleford - E Jct Hwy 21	57.6	1,305	27.43	15	6	0	21	0.77	9	0
40-05	E Jct Hwy 21 - Neilburg	35.5	772	10.00	8	2	0	10	1.00	2	0
40-06	Neilburg - Alberta Border	25.4	1,065	9.85	11	2	0	13	1.32	2	0
Subtotal - Hwy 40		274.5		103.92	81	15	1	97	0.93	22	1

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
41-01	Melfort - Jct Hwy 20	55.2	1 526	30 72	23	4	0	27	0.88	11	0
41-02	Jct Hwy 20 - Wakaw	29.8	1 478	16 09	5	2	0	7	0.44	2	0
41-03	Wakaw - Aberdeen	51.3	2 056	38 49	15	1	0	16	0.42	1	0
41-04	Aberdeen - Jct Hwy 41	26.9	3 344	32 86	17	3	0	20	0.61	5	0
	Subtotal - Hwy 41	163.2		118.16	60	10	0	70	0.59	19	0
42-01	Tuxford - Keeler	25.0	619	5.64	0	0	0	0	0.00	0	0
42-02	Keeler - E Jct Hwy 19	42.4	404	6.25	3	0	0	3	0.48	0	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	36.7	448	6.33	2	0	0	2	0.32	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	204	2.81	1	0	0	1	0.36	0	0
42-05	Jct Hwy 342 - Milden	59.9	216	4.73	4	0	1	5	1.06	2	1
	Subtotal - Hwy 42	203.6		25.76	10	0	1	11	0.43	2	1
43-01	Jct Hwy 2 - Gravelbourg	37.5	631	8.62	4	0	0	4	0.46	0	0
43-02	Gravelbourg - S Jct Hwy 19	28.2	297	3.06	2	0	0	2	0.65	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	212	4.57	9	0	0	9	1.97	0	0
	Subtotal - Hwy 43	124.7		16.26	15	0	0	15	0.92	0	0
44-02	Davidson - Loreburn	44.0	217	3.49	5	1	0	6	1.72	1	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	207	2.45	4	1	1	6	2.45	1	1
44-04	Jct Hwy 45 - Dinsmore	28.3	96	1.00	0	1	0	1	1.00	1	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	157	2.31	1	2	0	3	1.30	2	0
44-06	S Jct Hwy 4 - Eston	54.0	423	8.34	4	0	0	4	0.48	0	0
44-07	Eston - Glidden	33.2	398	4.82	2	1	0	3	0.62	1	0
44-08	Glidden - Mantario	44.9	349	5.72	3	0	0	3	0.52	0	0
44-09	Mantario - Alsask	33.6	120	1.47	6	2	0	10	6.80	3	0
	Subtotal - Hwy 44	310.9		29.60	27	8	1	36	1.22	9	1
45-01	Lucky Lake - Birsay	18.4	387	2.60	1	0	0	1	0.38	0	0
45-02	Birsay - Jct Hwy 44	18.9	403	2.78	0	1	0	1	0.36	1	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	587	5.83	4	2	0	6	1.03	3	0
45-04	W Jct Hwy 15 - Delisle	49.5	805	14.55	8	2	0	10	0.69	3	0
	Subtotal - Hwy 45	114.0		25.76	13	5	0	18	0.70	7	0
46-01	Balgownie - Regina	19.7	6 209	44.72	26	6	0	32	0.72	8	0
47-01	U.S. Border - Estevan	15.3	995	5.55	3	0	0	3	0.54	0	0
47-02	Estevan - Stoughton	57.7	2 100	44.18	23	3	1	27	0.61	4	1
47-03	Stoughton - Jct Hwy 48	56.2	498	10.23	3	0	1	4	0.39	0	1
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	88	0.86	2	1	0	3	3.51	1	0
47-05	Grenfell - S Jct Hwy 22	39.9	498	7.26	10	3	0	13	1.79	3	0
47-06	S Jct Hwy 22 - Melville	22.8	1 002	8.34	1	2	1	4	0.48	6	1
47-07	Melville - Willowbrook	30.0	381	4.17	3	1	0	4	0.96	1	0
47-08	Willowbrook - Springside	19.1	267	1.66	1	0	0	1	0.54	0	0
47-09	Springside - Buchanan	42.2	226	3.48	3	0	0	3	0.86	0	0
47-10	Buchanan - Preeceville	33.8	230	2.84	2	2	0	4	1.41	2	0
	Subtotal - Hwy 47	343.5		88.76	51	12	3	66	0.74	17	3
48-01	Manitoba Border - Fairlight	19.0	487	3.37	4	0	1	5	1.48	0	1

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
48-02	Fairlight - S Jct Hwy 9	44.7	592	9.66	16	0	0	16	1.66	0	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	731	15.44	13	1	0	14	0.91	1	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	787	18.16	25	0	0	25	1.38	0	0
48-05	Jct Hwy 35 - White City	40.4	1,718	25.33	18	4	0	22	0.87	6	0
Subtotal - Hwy 48		225.3		71.98	76	5	1	82	1.14	7	1
49-01	Manitoba Border - Pelly	25.4	411	3.81	0	1	0	1	0.26	3	0
49-02	Pelly - Stenen	33.8	748	9.21	5	2	0	7	0.76	2	0
49-03	Stenen - Okla	31.8	549	6.38	7	2	1	10	1.57	5	1
49-04	Okla - Kelvington	33.9	449	5.56	3	1	0	4	0.72	1	0
49-05	Kelvington - Jct Hwy 35	19.5	511	3.64	7	1	0	8	2.20	1	0
Subtotal - Hwy 49		144.4		28.59	22	7	1	30	1.05	12	1
51-01	Biggar - Tramping Lake	62.6	391	8.95	10	2	0	12	1.34	2	0
51-02	Tramping Lake - Kerrobert	25.9	277	2.62	3	0	0	3	1.14	0	0
51-03	Kerrobert - Major	34.4	236	2.96	2	2	0	4	1.35	3	0
51-04	Major - Alberta Border	29.6	244	2.64	3	1	0	4	1.51	2	0
Subtotal - Hwy 51		152.7		17.17	18	5	0	23	1.34	7	0
52-01	Yorkton - Willowbrook	21.6	1,062	8.37	10	0	0	10	1.19	0	0
52-02	Willowbrook - Jct Hwy 15	49.1	321	5.75	9	2	0	11	1.91	2	0
Subtotal - Hwy 52		70.7		14.12	19	2	0	21	1.49	2	0
54-01	Jct Hwy 11 - Regina Beach	17.4	2,511	15.95	7	3	0	10	0.63	3	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	60	0.84	0	0	0	0	0.00	0	0
55-03	S of Pakwaw L. - W of Crack. R.	29.5	244	2.63	4	1	1	6	2.28	1	1
55-04	W of Crack R Br - Jct Hwy 123	36.7	389	5.21	9	0	0	9	1.73	0	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,349	13.94	14	2	0	16	1.15	2	0
55-06	Nipawin - White Fox	12.2	1,976	8.80	11	0	0	11	1.25	0	0
55-07	White Fox - Smeaton	50.4	1,146	21.07	22	0	0	22	1.04	0	0
55-08	Smeaton - Meath Park	36.6	1,078	14.41	16	2	1	19	1.32	2	1
55-09	Meath Park - Prince Albert	41.4	2,669	40.37	27	2	1	30	0.74	6	1
55-10	Shellbrook - Debden	49.3	1,508	27.14	29	2	0	31	1.14	2	0
55-11	Debden - Big River	38.4	986	13.83	13	0	0	13	0.94	0	0
55-12	Big River - Jct Hwy 124	48.4	434	7.67	20	1	0	21	2.74	1	0
55-13	Jct 124 - Green Lake	28.0	390	3.99	14	1	0	15	3.76	1	0
55-14	Green Lake - Meadow Lake	48.1	1,489	26.15	32	2	0	34	1.30	4	0
55-15	Meadow Lake - S Jct Hwy 26	67.7	891	22.01	16	0	0	16	0.73	0	0
55-16	Peerless - Alberta Border	52.1	980	18.64	26	3	0	29	1.56	3	0
Subtotal - Hwy 55		605.4		226.70	253	16	3	272	1.20	22	3
56-01	Indian Head - Katepwa Lake	21.1	792	6.09	4	3	0	7	1.15	6	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	903	6.64	10	1	0	11	1.66	1	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	1,266	5.23	8	4	0	12	2.29	4	0
Subtotal - Hwy 56		52.5		17.96	22	8	0	30	1.67	11	0
57-01	Manitoba Border - Jct Hwy 5	19.3	647	4.56	6	1	0	7	1.54	3	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
58-01	Jct Hwy 18 - Lafleche	35.6	177	2.30	0	0	0	0	0.00	0	0
58-02	Lafleche - Gravelbourg	19.5	700	4.98	3	0	0	3	0.60	0	0
58-03	Gravelbourg - Jct Hwy 363	31.6	222	2.56	0	0	0	0	0.00	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	63	0.83	1	0	0	1	1.21	0	0
Subtotal - Hwy 58		122.9		10.67	4	0	0	4	0.37	0	0
60-01	Pike Lake - Saskatoon	23.9	1,362	11.89	18	0	1	19	1.60	1	1
80-01	Esterhazy - Churchbridge	31.4	915	10.49	10	0	0	10	0.95	0	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	178	2.29	9	1	0	10	4.36	1	0
Subtotal - Hwy 80		66.7		12.78	19	1	0	20	1.56	1	0
99-10	Jct Hwy 6 - Craven	20.9	164	1.25	2	1	0	3	2.40	1	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	0	1	0	1	0.00	1	0
102-25	La Ronge - Sucker River	30.3	1,101	12.18	5	2	0	7	0.57	3	0
102-26	Sucker River - Otter Rapids	54.3	397	7.87	7	1	0	8	1.02	1	0
102-27	Otter Rapids - Island Lake Cr	52.0	145	2.75	3	4	0	7	2.55	5	0
102-28	Island Lake Cr - Waddy River Br	36.4	110	1.46	1	0	0	1	0.68	0	0
102-29	Waddy River Br - Southend	43.4	85	1.35	1	2	0	3	2.23	4	0
Subtotal - Hwy 102		216.4		25.61	17	10	0	27	1.05	14	0
106-00	Hwy 106 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	345	8.51	10	0	0	10	1.17	0	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	331	8.10	7	1	0	8	0.99	1	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	346	10.37	3	2	0	5	0.48	5	0
106-04	Deschambault L. - Jct Hwy 135	40.6	359	5.31	5	1	0	6	1.13	1	0
106-05	Jct Hwy 135 - Flin Flon	68.0	369	9.16	7	1	0	8	0.87	1	0
Subtotal - Hwy 106		325.2		41.46	35	5	0	40	0.96	8	0
120-00	Hwy 120 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
120-01	Meath Park - Candle Lake	32.3	879	10.37	12	3	1	16	1.54	4	1
120-02	Candle Lake - Lower Fishing Lake	57.8	200	4.23	6	3	0	9	2.13	3	0
Subtotal - Hwy 120		90.1		14.59	0	0	0	0	0.00	7	1
123-01	Jct Hwy 163 - Kennedy Creek	41.8	254	3.87	12	3	1	16	4.13	0	0
123-02	Kennedy Cr - Cumberland House	91.6	112	3.73	6	3	0	9	2.41	2	0
Subtotal - Hwy 123		133.4		7.60	18	6	1	25	3.29	2	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	331	6.15	9	3	1	13	2.11	11	1
135-02	Pelican Narrows - Sandy Bay	70.2	164	4.20	5	1	0	6	1.43	1	0
Subtotal - Hwy 135		121.1		10.35	14	4	1	19	1.84	12	1
155-00	Hwy 155 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
155-01	Green Lake - Jct Hwy 165	94.5	516	17.79	25	2	0	27	1.52	2	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.2	432	15.95	9	3	0	12	0.75	4	0
155-03	Buffalo Narrows - La Loche	104.0	317	12.03	9	6	0	15	1.25	17	0
Subtotal - Hwy 155		299.6		45.78	45	11	0	56	1.22	23	0
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	41	1.44	4	0	0	4	2.78	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
165-02	Jct Hwy 2 - Besnard Lake Rd	55.6	200	4.06	2	3	1	6	1.48	6	1
165-03	Besnard Lake Rd - Key Lake Rd	56.0	113	2.31	1	1	0	2	0.86	1	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	193	4.65	3	6	2	11	2.37	15	2
Subtotal - Hwy 165		273.0		12.46	10	10	3	23	1.85	24	3
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	2	2	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	63	0.68	1	2	0	3	4.43	3	0
167-02	Denare Beach - Creighton	19.7	1,572	11.30	12	1	0	13	1.15	3	0
Subtotal - Hwy 167		49.0		11.98	13	3	2	18	1.50	6	0
201-01	Broadview - Jct Hwy 247	19.2	476	3.34	3	1	0	4	1.20	2	0
202-01	Tuxford - Buffalo Pound Lake	15.5	332	1.88	1	1	0	2	1.06	3	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenossee Lake	4.2	740	1.13	0	1	0	1	0.89	1	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	587	1.53	3	0	0	3	1.96	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	679	3.00	5	0	0	5	1.66	0	0
Subtotal - Hwy 210		19.3		4.54	13	0	0	13	2.87	0	0
211-01	Dundurn - Blackstrap Lake	7.3	342	0.91	6	1	0	7	7.72	1	0
212-01	Duck Lake - Saskatchewan River	25.5	650	6.05	2	1	0	3	0.50	1	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
219-01	Danielson Provincial Park	1.6	110	0.07	1	0	0	1	15.28	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	221	1.96	3	0	0	3	1.53	0	0
219-03	Jct Hwy 15 - White Cap FN.	38.0	620	8.60	7	0	1	8	0.93	3	3
219-04	White Cap FN - Saskatoon	30.9	2,631	29.67	41	2	0	43	1.45	3	0
Subtotal - Hwy 219		94.9		40.31	57	2	1	60	1.49	6	3
220-01	Bulyea - Rowan's Ravine	22.5	180	1.48	4	0	0	4	2.70	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	360	0.53	0	0	0	0	0.00	0	0
224-01	Jct Hwy 4 - Goodsoil	46.0	102	1.72	5	0	0	5	2.91	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	364	4.89	1	0	0	1	0.20	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	322	1.95	3	0	0	3	1.54	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	320	0.77	0	0	0	0	0.00	0	0
Subtotal - Hwy 229		23.2		2.72	3	0	0	3	1.10	0	0
240-01	Jct Hwy 55 - P.A. National Park	40.3	135	1.99	6	0	0	6	3.02	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	347	6.31	9	0	1	10	1.58	0	1
255-01	Jct Hwy 55 - Tobin Lake	22.7	249	2.06	1	0	0	1	0.49	0	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	93	0.27	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	40	0.04	0	0	0	0	0.00	0	0
Subtotal - Hwy 261		10.4		0.30	0	0	0	0	0.00	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
263-01	Jct Hwy 2 - P.A. National Park	18.1	1 031	6.82	10	4	0	14	2.05	5	0
264-01	Jct Hwy 2 - Prince Albert	6.0	760	2.21	3	0	0	3	1.36	0	0
265-01	Jct Hwy 120 - Candle Lake	28.8	494	5.20	6	2	0	8	1.54	3	0
271-01	Maple Creek - Cypress Hills	43.6	176	2.81	4	0	0	4	1.43	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	40	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	53.2		2.95	4	0	0	4	1.36	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	259	2.01	4	2	0	6	2.98	3	0
302-01	S Sask River - Prince Albert	38.4	529	7.41	10	2	0	12	1.62	2	0
302-02	Prince Albert - 30 Km West	27.0	639	6.29	12	2	0	14	2.23	3	0
	Subtotal - Hwy 302	65.4		13.70	22	4	0	26	1.90	5	0
303-00	Hwy 303 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1 264	10.59	9	0	0	9	0.85	0	0
303-02	Jct Hwy 21 - Jct Hwy 16	44.6	1 451	23.51	28	5	0	33	1.40	7	0
	Subtotal - Hwy 303	67.5		34.20	39	5	0	44	1.29	7	0
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	764	13.57	24	5	0	29	2.14	7	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
305-01	Warman - Jct Hwy 12	6.0	2 778	6.09	4	2	0	6	0.98	2	0
305-02	Jct Hwy 12 - Langham	20.6	815	6.14	4	2	0	6	0.98	2	0
	Subtotal - Hwy 305	26.7		12.24	10	4	0	14	1.14	4	0
306-01	Jct Hwy 35 - Riceton	39.0	54	0.77	1	0	0	1	1.31	0	0
306-02	Riceton - Jct Hwy 6	27.8	225	2.29	0	1	0	1	0.44	1	0
	Subtotal - Hwy 306	66.8		3.05	1	1	0	2	0.66	1	0
307-01	Jct Hwy 7 - Smiley	17.8	330	2.14	2	0	0	2	0.93	0	0
307-02	Smiley - Jct Hwy 21	29.3	449	4.80	0	2	0	2	0.42	2	0
	Subtotal - Hwy 307	47.1		6.94	2	2	0	4	0.58	2	0
308-01	Manitoba Border - Jct Hwy 8	14.8	329	1.78	3	0	0	3	1.69	0	0
309-01	Ebenezer - Rhein	18.4	337	2.27	2	1	0	3	1.32	1	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
310-01	Balcarres - Ituna	43.3	310	4.90	9	1	0	10	2.04	1	0
310-03	Jct Hwy 52 - Foam Lake	50.9	145	2.68	2	0	0	2	0.75	0	0
310-04	Foam Lake - Kuroki	30.4	216	2.39	2	1	0	3	1.25	2	0
	Subtotal - Hwy 310	124.5		9.97	14	2	0	16	1.60	3	0
312-01	Wakaw - Rosthern	41.1	514	7.72	10	1	0	11	1.42	1	0
312-02	Rosthern - Jct Hwy 12	36.9	822	11.07	5	1	0	6	0.54	1	0
	Subtotal - Hwy 312	78.0		18.80	15	2	0	17	0.90	2	0
316-01	Clavet - Hwy 5	16.0	746	4.35	4	0	0	4	0.92	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	224	3.84	0	0	0	0	0.00	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	248	4.03	2	0	0	2	0.50	0	0
	Subtotal - Hwy 317	91.5		7.87	2	0	0	2	0.25	0	0
318-01	Carnduff - Alida	27.8	398	4.04	0	0	0	0	0.00	0	0
320-01	Jct Hwy 20 - Domremy	26.3	114	1.09	1	2	0	3	2.75	2	0
321-01	Liebenthal - Alberta Border	33.2	382	4.62	3	0	0	3	0.65	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	463	4.94	1	3	0	4	0.81	3	0
324-01	Jct Hwy 378 - Mayfair	18.6	76	0.52	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	214	3.42	3	0	0	3	0.88	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	108	2.47	3	0	0	3	1.21	0	0
334-02	Avonlea - Corinne	33.9	443	5.47	4	0	0	4	0.73	0	0
	Subtotal - Hwy 334	96.3		7.94	7	0	0	7	0.88	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	525	4.07	0	0	0	0	0.00	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	520	5.57	1	1	0	2	0.36	1	0
	Subtotal - Hwy 335	50.6		9.64	1	1	0	2	0.21	1	0
339-01	Avonlea - Jct Hwy 39	50.1	349	6.37	7	1	0	8	1.26	2	0
340-01	Radisson - Hafford	30.6	297	3.32	3	0	0	3	0.90	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	264	1.14	2	0	0	2	1.76	0	0
342-02	Beechy - Clearwater Lake	43.8	185	2.95	1	0	0	1	0.34	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	327	0.80	1	0	0	1	1.24	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	127	1.44	2	0	0	2	1.39	0	0
342-05	Lacadena - Jct Hwy 44	29.7	122	1.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 342	123.2		7.66	8	0	0	8	1.04	0	0
343-01	Jct Hwy 4 - Simmie	32.9	196	2.35	1	1	0	2	0.85	1	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	225	1.90	4	2	0	6	3.16	2	0
349-11	Jct Hwy 35 - Naicam	32.6	368	4.37	3	1	1	5	1.14	1	1
	Subtotal - Hwy 349	55.7		6.27	7	3	1	11	1.75	3	1
350-01	U.S. Border - Jct Hwy 18	16.3	96	0.57	8	0	0	8	13.94	0	0
354-01	Bethune - Dilke	20.6	256	1.93	1	1	0	2	1.04	1	0
355-01	Meath Park - Spruce Home	28.0	190	1.94	2	2	0	4	2.06	3	0
355-02	Spruce Home - 11 km West	17.4	862	5.49	3	1	0	4	0.73	1	0
	Subtotal - Hwy 355	45.5		7.43	5	3	0	8	1.08	4	0
357-01	Togo - Jct Hwy 8	20.4	121	0.90	2	0	0	2	2.21	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
358-01	Wood Mountain - Limerick	42.6	196	3.05	2	0	0	2	0.66	0	0
361-00	Hwy 361 Section Not Known				1	0	0	1		0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	92	0.63	1	0	0	1	1.58	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	173	3.01	4	0	0	4	1.33	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	716	13.69	3	3	0	6	0.44	3	0
	Subtotal - Hwy 361	118.9		17.33	9	3	0	12	0.69	3	0
363-01	Moose Jaw - Courval	70.6	336	8.66	4	1	0	5	0.58	2	0
363-02	Courval - Hodgeville	57.5	92	1.92	2	0	0	2	1.04	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	186	4.76	12	0	0	12	2.52	0	0
	Subtotal - Hwy 363	198.0		15.34	18	1	0	19	1.24	2	0
364-01	Balgonie - Edgeley	37.3	537	7.30	8	3	0	11	1.51	4	0
365-01	Watrous - Plunkett	35.3	448	5.78	6	1	0	7	1.21	1	0
367-01	Eyebrow - Jct Hwy 19	23.8	287	2.50	2	0	0	2	0.80	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
368-01	Muenster - St. Brieux	56.5	409	8.44	2	1	0	3	0.36	1	0
368-02	St. Brieux - Beatty	33.4	855	10.42	5	1	0	6	0.58	2	0
	Subtotal - Hwy 368	89.9		18.86	8	2	0	10	0.53	3	0
369-01	Jct Hwy 10 - Togo	20.6	61	0.46	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	205	3.10	3	1	0	4	1.29	3	0
373-01	Jct Hwy 42 - Birsay	14.0	117	0.80	2	0	0	2	3.35	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	90	1.65	1	0	0	1	0.61	0	0
376-01	Jct Hwy 14 - Arelee	29.4	146	1.57	5	1	0	6	3.82	2	0
376-02	Arelee - Sonningdale	26.1	62	0.59	1	0	0	1	1.69	0	0
376-03	Sonningdale - Maymont	21.4	136	1.06	2	0	0	2	1.89	0	0
376-04	Maymont - Jct Hwy 40	18.0	135	0.89	1	0	0	1	1.13	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	64	0.61	0	0	1	1	1.64	1	1
	Subtotal - Hwy 376	120.7		4.72	9	1	1	11	2.33	3	1
377-01	Radville - Ceylon	22.9	303	2.53	0	1	0	1	0.40	1	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	244	5.97	9	1	0	10	1.68	1	0
378-02	Rabbit Lake - Spiritwood	41.6	286	4.34	8	1	1	10	2.30	2	1
	Subtotal - Hwy 378	108.6		10.31	17	2	1	20	1.94	3	1
379-01	McMahon - Wymark	18.4	228	1.53	1	0	0	1	0.65	0	0
381-01	MacNutt - Jct Hwy 8	24.6	69	0.62	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.4	906	4.10	3	1	0	4	0.97	2	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
903-00	Hwy 903 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	302	5.54	6	0	0	6	1.45	0	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	198	3.99	7	1	0	8	2.00	1	0
903-03	Jct Hwy 965 - End	73.6	167	4.50	1	0	0	1	0.22	0	0
	Subtotal - Hwy 903	179.2		14.03	17	1	0	18	1.28	1	0
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	171	1.88	4	1	0	5	2.66	1	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	68	1.67	2	0	0	2	1.20	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	55	1.61	2	0	0	2	1.25	0	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	76	2.47	1	1	1	3	1.21	4	1
905-04	W. Lodge Access - Henday Lake	32.7	60	0.72	2	0	0	2	2.79	0	0
905-05	Points North - Hawk Rock River	78.3	20	0.57	1	0	0	1	1.75	0	0
905-06	Hawk Rock River - Black Lake	106.7	20	0.78	1	1	0	2	2.57	1	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	1	3	0	4	3.74	4	0
905-08	Stony Rapids - Shasko Bay	51.5	20.0	0.38	0	0	0	0	0.00	0	0
	Subtotal - Hwy 905	527.1		9.26	12	5	1	18	1.94	9	1
907-01	Jct Hwy 165 - Fort Black	5.5	10	0.02	0	0	0	0	0.00	0	0
908-01	Jct Hwy 155 - End	20.6	417	3.14	1	2	0	3	0.96	6	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	120	1.31	0	0	0	0	0.00	0	0
910-01	Jct Hwy 165 - End	34.1	53	0.66	1	0	0	1	1.51	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	130	1.38	3	0	0	3	2.18	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	17	0.42	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	11	0.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 912	102.0		0.55	0	0	0	0	0.00	0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	56	0.83	1	1	0	2	2.41	3	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	36	0.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	65.2		1.15	1	1	0	2	1.74	3	0
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	114	2.07	0	1	1	2	0.97	7	1
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	90	0.83	0	1	0	1	1.20	1	0
914-03	Churchill River - Key Lake	194.3	50	3.55	1	1	0	2	0.56	1	0
	Subtotal - Hwy 914	269.5		6.45	1	3	1	5	0.78	9	1
915-01	Jct Hwy 102 - Stanley Mission	35.8	160	2.09	2	5	0	7	3.35	6	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	12	0.17	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921 - Jct Hwy 917	48.7	10	0.18	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	30	0.23	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	110.5		0.58	0	0	0	0	0.00	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
917-01	Jct Hwy 916 - End	32.0	6	0.07	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	107	3.61	5	2	0	7	1.94	2	0
919-01	Jct Hwy 21 - Cold River	20.9	60	0.46	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	34.9	31	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	55.7		0.86	0	0	0	0	0.00	0	0
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	65	0.08	1	0	0	1	12.08	0	0
921-01	Jct Hwy 933 - Jct Hwy 937	47.3	2	0.03	0	0	0	0	0	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	63	0.70	5	1	0	6	8.51	2	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.3	21.9	0.49	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		1.20	6	1	0	7	8.51	2.00	0.00
924-01	Jct Hwy 55 - Dore Lake	64.0	69	1.62	3	1	0	4	2.47	4	0
925-01	Jct Hwy 155 - Dillon	58.8	187	4.01	8	3	0	11	2.74	7	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	119	0.96	1	0	0	1	1.04	0	0
	Subtotal - Hwy 925	81.0		4.97	9	3	0	12	2.41	7	0
926-01	Jct Hwy 120 - Jct Hwy 969	75.5	16	0.45	0	0	0	0	0.00	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	30	0.26	1	0	0	1	3.92	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	22.8	15	0.12	0	0	0	0	0.00	0	0
929-01	Hwy 916 - Smoothstone Lake	9.8	5.0	0.02	0	0	0	0	0.00	0	0
930-01	Hwy 926 - Hwy 963	0.0	0	0.00	0	2	0	2	0.00	4	0
934-01	Jct Hwy 912 - End	12.3	5	0.02	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	40	0.12	0	0	0	0	0.00	0	0
937-01	Jct Hwy 939 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
936-01	Hwy 2 - End	42.3	15.0	0.23	0	0	0	0	0.00	0	0
937-01	Hwy 939 - End	42.2	7.3	0.11	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	15	0.23	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.0	60	1.23	2	0	0	2	1.62	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	70	0.71	1	0	0	1	1.42	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.6	18	0.23	0	0	0	0	0.00	0	0
	Subtotal - Hwy 943	62.2		0.9	1	0	0	1	1.42	0	0
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	46	0.48	1	1	0	2	4.15	1	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
946-01	23.3 Km S of Jct Hwy 943	21.5	45	0.35	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	47	0.60	1	0	0	1	1.67	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	205	1.95	1	1	0	2	0.00	1	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	285	3.37	1	0	0	1	0.30	0	0
954-01	Jct Hwy 26 - End	12.2	140	0.63	0	0	0	0	0.00	0	0
955-04	La Loche - Cluett lake	244.9	75	6.74	16	5	0	21	3.12	9	0
956-01	Jct Hwy 155 - Alberta Border	53.9	42	0.82	2	0	0	2	2.44	0	0
959-01	Hwy 4 - Birch Lake	20.0	25	0.18	0	0	0	0	0.00	0	0
962-01	Eldorado - Uranium City	8.4	150	0.46	0	0	0	0	0.00	0	0
962-02	Uranium City - Bushell	10.3	96	0.36	0	0	0	0	0.00	0	0
	Subtotal - Hwy 962	18.7		0.82	0	0	0	0	0.00	0	0
963-01	Hwy 913 - End	16.7	20	0.12	0	0	0	0	0.00	0	0
963-02	End - Hwy 931	25.0	10	0.09	0	0	0	0	0.00	0	0
	Subtotal - Hwy 963	41.7		0.21	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	151	2.57	7	6	0	13	5.05	6	0
967-01	Manitoba Border - Sturgeon Lake	1.6	20	0.01	0	0	0	0	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	260	1.42	0	1	0	1	0.71	2	0
969-02	Jct Hwy 930 - Jct Hwy 165	100.2	35	1.29	0	0	0	0	0.00	0	0
969-03	Jct Hwy 165 - End	38.4	0	0.00	0	1	0	1	0.00	1	0
	Subtotal - Hwy 969	153.5		2.70	0	2	0	2	0.74	3	0
970-01	Jct Hwy 926 - End	18.0	5	0.03	0	0	0	0	0.00	0	0
980-02	Woody Lake - Hwy 3	84.0	21	0.00	2	0	0	2	0.00	0	0
981-01	Jct Hwy 980 - End	26.5	15	0.00	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	29	0.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 982	57.4		0.58	0	0	0	0	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	35	0.39	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	22.7	20	0.17	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	53.3		0.55	0	0	0	0	0.00	0	0
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	22	0.11	0	0	0	0	0.00	0	0
994-01	Manitoba Border - Kinoosao	1.6	20	0.01	0	0	0	0	0.00	0	0
	Other*				226	0	0	226	0.00	2	0
GRAND TOTAL		22,721		8,932	5,815	1,109	84	7,008	0.78	1,771	96

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics Urban Communities with a Population of 5,000 or More

Table 11.2

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Saskatoon	243,999	6,866	1,204	11	8,081	3.31	1,534	11
Regina	210,564	4,215	1,127	6	5,348	2.54	1,416	6
Prince Albert	46,556	615	143	1	759	1.63	197	1
Moose Jaw	37,046	610	138	2	750	2.02	184	2
Yorkton	19,588	254	53	0	307	1.57	72	0
Swift Current	18,624	266	41	0	307	1.65	55	0
North Battleford	17,917	272	59	0	331	1.85	81	0
Estevan	12,876	250	26	0	276	2.14	35	0
Lloydminster SK	12,855	348	49	0	397	3.09	68	0
Weyburn	11,782	167	14	0	181	1.54	17	0
Meadow Lake	7,675	67	5	1	73	0.95	8	1
Warman	5,977	26	2	0	28	0.47	2	0
Humboldt	5,925	41	3	0	44	0.74	6	0
Melfort	5,834	59	17	0	76	1.30	23	0
Martensville	5,786	40	12	0	52	0.90	14	0
Kindersley	5,273	81	11	2	94	1.78	16	2
Nipawin	5,100	52	8	0	60	1.18	14	0
Total	673,377	14,229	2,912	23	17,164	2.55	3,742	23

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for some of the cities is provided below.

Estevan	Mr. Greg Wock	306-634-1823
Humboldt	Mr. Rod Halyk	306-682-2221
Lloydminster	Mr. Adam Homes	780-875-2302
Melfort	Mr. Gerald Gilmore	306-752-5911
Melville	Mr. Allan Callfas	306-728-6865
Moose Jaw	Mr. Ryan Johnson	306-694-4473
North Battleford	Mr. Stewart Shafer	306-445-1735
Prince Albert	Ms. Keri Sapsford	306-953-4900
Regina	Mr. Joseph Otitoju	306-777-7749
Saskatoon	Ms. Shirley Matt	306-975-2642
Swift Current	Mr. Trevor Feicht	306-778-2777
Weyburn	Mr. Blaine Frank	306-848-3230
Yorkton	Mrs. Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation department at 306-775-6668.

Traffic Collision Statistics – SECTION 11

**2010 Pedestrian Collisions
In Urban Communities with a Population of 5,000 or More**

Table 11.3

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	98	3	101	101	3
Regina	95	2	97	99	2
Prince Albert	22	1	23	25	1
Moose Jaw	15	0	15	15	0
Yorkton	5	0	5	6	0
Swift Current	0	0	0	0	0
North Battleford	2	0	2	0	0
Estevan	4	0	4	4	0
Lloydminster SK	3	0	3	3	0
Weyburn	1	0	1	1	0
Meadow Lake	0	0	0	0	0
Warman	0	0	0	0	0
Humboldt	0	0	0	0	0
Melfort	0	0	0	0	0
Martensville	2	0	2	2	0
Kindersley	1	1	2	1	1
Nipawin	0	0	0	0	0
Total	248	7	255	257	7

**2010 Bicycle Collisions
In Urban Communities with a Population of 5,000 or More**

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	24	47	0	71	48	0
Regina	9	47	2	58	48	2
Prince Albert	0	5	0	5	6	0
Moose Jaw	0	5	0	5	5	0
Yorkton	0	2	0	2	2	0
Swift Current	0	2	0	2	2	0
North Battleford	0	6	0	6	6	0
Estevan	0	0	0	0	0	0
Lloydminster SK	1	2	0	3	2	0
Weyburn	0	0	0	0	0	0
Meadow Lake	0	0	0	0	0	0
Warman	0	0	0	0	0	0
Humboldt	0	0	0	0	0	0
Melfort	0	1	0	1	1	0
Martensville	0	0	0	0	0	0
Kindersley	0	0	0	0	0	0
Nipawin	0	0	0	0	0	0
Total	34	117	2	153	120	2

**2010 Alcohol-Involved Collisions
In Urban Communities with a Population of 5,000 or More**

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	234	76	2	312	115	2
Regina	247	92	1	340	128	1
Prince Albert	61	9	1	71	12	1
Moose Jaw	28	6	0	34	9	0
Yorkton	7	1	0	8	1	0
Swift Current	7	3	0	10	4	0
North Battleford	21	3	0	24	6	0
Estevan	8	1	0	9	1	0
Lloydminster SK	13	2	0	15	2	0
Weyburn	4	0	0	4	0	0
Meadow Lake	2	0	1	3	1	1
Warman	3	0	0	3	0	0
Humboldt	0	0	0	0	0	0
Melfort	2	1	0	3	3	0
Martensville	4	2	0	6	2	0
Kindersley	7	2	1	10	2	1
Nipawin	5	0	0	5	0	0
Total	653	198	6	857	286	6

Traffic Collision Statistics – SECTION 11

Traffic Collision Statistics by Intersection - Three Cities Intersections Listed in order of 2010 Collision Frequency

Table 11.6

Saskatoon	Traffic Control	Collisions			Collisions/ 10 mil veh*
		2008	2009	2010	
Idylwyld Dr & 22nd St	Traffic Signals	38	48	41	18.26
51st St / Lenore & Wanuskewin / Warman	Traffic Signals	57	44	59	37.62
Ave C & Circle Dr	Traffic Signals	47	47	43	18.30
33rd St & Idylwyld Dr	Traffic Signals	28	45	36	18.45
College Dr & Preston Ave	Traffic Signals	58	46	28	14.21
8th St & Preston Ave	Traffic Signals	37	36	47	24.43
51st St & Millar Ave	Traffic Signals	33	38	30	19.85
22nd St & Diefenbaker Dr	Traffic Signals	34	35	44	37.94
McKercher Dr & 8th St	Traffic Signals	27	35	33	19.46
Central Ave & Attridge Dr	Traffic Signals	20	36	38	22.35
20th St & Idylwyld Dr	Traffic Signals	48	32	25	15.30
8th St & Clarence Ave	Traffic Signals	18	16	26	17.64
51st St & Faithfull Ave	Traffic Signals	17	20	17	14.21
8th St & Acadia Dr	Traffic Signals	15	33	29	15.30
Circle Dr & Millar Ave	Traffic Signals	30	21	33	21.77
Regina					
Albert St & Saskatchewan Dr	Traffic Signals	25	38	31	37.05
Prince of Wales Dr & Victoria Ave	Traffic Signals	31	38	36	41.74
Arcola Ave & Victoria Ave	Traffic Signals	20	34	18	25.69
9th Ave N & Pasqua St / Ring Rd	Traffic Signals	20	25	24	19.42
9th Ave N & McCarthy Blvd N	Traffic Signals	22	30	30	50.34
Park St & Victoria Ave E	Traffic Signals	26	36	26	45.49
Fleet St / University PK Dr & Victoria Ave	Traffic Signals	21	30	44	23.58
Pasqua St & Rochdale Blvd	Traffic Signals	19	31	20	28.39
4th Ave & Albert St	Traffic Signals	20	21	19	21.99
Lewvan Dr & Dewdney Ave	Traffic Signals	37	24	30	27.42
1st Ave N & Lewvan Dr	Traffic Signals	17	23	17	20.39
Arcola Ave / Saskatchewan Dr & Winnipeg St	Traffic Signals	15	15	19	30.01
Albert St & Parliament Ave	Traffic Signals	25	38	31	44.11
Victoria Ave & Winnipeg St	Traffic Signals	17	16	18	27.62
13th Ave & Albert St	Traffic Signals	10	18	13	15.67
Prince Albert					
6th Ave E & 15th St	Traffic Signals	18	15	18	15.38
2nd Ave W & 15th St	Traffic Signals	16	20	27	18.45
2nd Ave W & Marquis Rd	Traffic Signals	13	14	13	10.69
6th Ave E & 22nd St	Traffic Signals	12	9	5	5.45
6th Ave E & 28th St	Traffic Signals	8	10	14	13.77
5th Ave E & 15th St	Traffic Signals	1	9	9	12.15
6th Ave E & Marquis Rd	Traffic Signals	1	11	3	2.98
2nd Ave W & 22nd St	Traffic Signals	4	9	6	6.80
15th Ave E & 15th St	Traffic Signals	7	6	7	12.42
6th Ave W & 15th St	Traffic Signals	5	10	16	26.07
Central Ave & 15th St	Traffic Signals	5	5	8	7.34
Central Ave & 28th St	Traffic Signals	5	6	7	10.56
1st Ave E & 15th St	Traffic Signals	7	3	6	5.49
2nd Ave W & 28th St	Traffic Signals	12	5	11	9.59
1st Ave W & 15th St	Traffic Signals	5	5	3	3.99

* Collisions per 10 million vehicles travelling through the location

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics
Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Abbey	302	2	0	0	2	0.66	0	0
Air Ronge	891	2	3	0	5	0.56	7	0
Alameda	497	0	0	0	0	0.00	0	0
Alida	272	1	0	0	1	0.37	0	0
Allan	716	0	2	0	2	0.28	5	0
Annaheim	384	0	0	0	0	0.00	0	0
Arborefield	556	1	0	0	1	0.18	0	0
Archerwill	492	3	0	0	3	0.61	0	0
Arcola	583	4	1	0	5	0.86	1	0
Asquith	815	3	1	0	4	0.49	1	0
Assiniboia	2,886	16	2	0	18	0.62	5	0
Avonlea	553	2	0	0	2	0.36	0	0
Balcarres	692	6	1	0	7	1.01	2	0
Balgonie	1,631	7	5	0	12	0.74	5	0
Battleford	3,569	21	6	0	27	0.76	12	0
Beauval	671	4	0	0	4	0.60	0	0
Beechy	564	0	0	0	0	0.00	0	0
Bengough	619	3	0	0	3	0.48	0	0
Bethune	492	6	0	0	6	1.22	0	0
Bienfait	949	3	1	0	4	0.42	2	0
Big River	1,268	12	0	0	12	0.95	0	0
Biggar	2,849	21	0	0	21	0.74	0	0
Birch Hills	1,218	8	1	0	9	0.74	1	0
Bjorkdale	368	0	0	0	0	0.00	0	0
Blaine Lake	616	3	0	0	3	0.49	0	0
Borden	414	3	0	0	3	0.72	0	0
Bredenbury	500	1	0	0	1	0.20	0	0
Broadview	673	10	0	0	10	1.49	0	0
Bruno	594	0	0	0	0	0.00	0	0
Buchanan	341	0	0	0	0	0.00	0	0
Buena Vista	522	0	1	0	1	0.19	2	0
Buffalo Narrows	1,111	12	2	0	14	1.26	6	0
Burstall	363	1	0	0	1	0.28	0	0
Cabri	592	5	0	0	5	0.84	0	0
Candle Lake	395	6	3	0	9	2.28	3	0
Canora	2,501	16	2	0	18	0.72	3	0
Canwood	558	1	0	0	1	0.18	0	0
Carievale	397	1	0	0	1	0.25	0	0
Carlyle	1,580	13	1	0	14	0.89	1	0
Camduff	1,258	11	0	0	11	0.87	0	0
Caronport	1,077	1	1	0	2	0.19	1	0
Carrot River	1,673	10	0	0	10	0.60	0	0
Central Butte	606	2	0	0	2	0.33	0	0
Ceylon	261	0	0	0	0	0.00	0	0
Chaplin	340	6	0	0	6	1.76	0	0
Choiceland	580	1	0	0	1	0.17	0	0
Churchbridge	883	5	1	0	6	0.68	1	0
Clavet	612	2	1	0	3	0.49	1	0
Cochin	274	2	1	0	3	1.09	1	0
Codette	426	0	0	0	0	0.00	0	0
Coleville	349	0	1	0	1	0.29	1	0
Colonsay	574	3	0	0	3	0.52	0	0
Consul	309	0	0	0	0	0.00	0	0
Coronach	810	2	0	0	2	0.25	0	0
Craik	550	5	0	0	5	0.91	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Craven	578	2	0	0	2	0.35	0	0
Creighton	1,701	10	2	0	12	0.71	6	0
Cudworth	750	5	1	0	6	0.80	3	0
Cumberland House	583	3	0	0	3	0.51	0	0
Cupar	735	3	1	0	4	0.54	2	0
Cut Knife	873	1	0	0	1	0.11	0	0
Dalmeny	1,606	3	0	0	3	0.19	0	0
Davidson	1,352	9	1	0	10	0.74	1	0
Debden	608	2	0	0	2	0.33	0	0
Delisle	1,240	8	0	0	8	0.65	0	0
Denare Beach	674	0	0	0	0	0.00	0	0
Dinsmore	511	3	0	0	3	0.59	0	0
Dodsland	320	2	0	0	2	0.63	0	0
Dorintosh	277	0	0	0	0	0.00	0	0
Drake	377	1	0	0	1	0.27	0	0
Duck Lake	382	7	0	0	7	1.83	0	0
Dundurn	1,026	4	0	0	4	0.39	0	0
Dysart	318	1	0	0	1	0.31	0	0
Earl Grey	392	0	0	0	0	0.00	0	0
Eastend	792	3	0	0	3	0.38	0	0
Eatonia	770	1	0	0	1	0.13	0	0
Edam	615	2	0	0	2	0.33	0	0
Edenwold	261	1	0	0	1	0.38	0	0
Elbow	332	2	0	0	2	0.60	0	0
Elrose	708	1	0	0	1	0.14	0	0
Endeavour	299	2	0	0	2	0.67	0	0
Englefeld	361	0	0	0	0	0.00	0	0
Esterhazy	2,827	15	6	0	21	0.74	6	0
Eston	1,231	11	1	0	12	0.97	1	0
Fillmore	344	4	0	0	4	1.16	0	0
Foam Lake	1,433	4	0	0	4	0.28	0	0
Fort Qu'Appelle	2,166	33	4	0	37	1.71	4	0
Fox Valley	566	2	1	0	3	0.53	1	0
Francis	261	0	0	0	0	0.00	0	0
Frontier	606	0	0	0	0	0.00	0	0
Gainsborough	360	4	0	0	4	1.11	0	0
Glaslyn	421	3	0	0	3	0.71	0	0
Glenavon	326	0	0	0	0	0.00	0	0
Goodsoil	625	1	0	0	1	0.16	0	0
Govan	301	0	0	0	0	0.00	0	0
Gravelbourg	1,435	5	1	0	6	0.42	1	0
Grayson	292	1	0	0	1	0.34	0	0
Green Lake	469	6	1	0	7	1.49	1	0
Grenfell	1,328	6	2	0	8	0.60	2	0
Gull Lake	1,258	10	2	0	12	0.95	2	0
Hafford	595	3	0	0	3	0.50	0	0
Hague	1,513	3	1	0	4	0.26	10	0
Hanley	666	3	1	0	4	0.60	1	0
Harris	264	2	0	0	2	0.76	0	0
Hepburn	657	2	0	0	2	0.30	0	0
Herbert	808	3	2	0	5	0.62	2	0
Hodgeville	403	0	0	0	0	0.00	0	0
Hudson Bay	2,432	10	2	0	12	0.49	2	0
Humboldt	5,925	41	3	0	44	0.74	6	0
Hyas	252	0	0	0	0	0.00	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Ile-A-La-Crosse	1,118	11	3	0	14	1.25	3	0
Imperial	391	0	0	0	0	0.00	0	0
Indian Head	1,837	23	5	0	28	1.52	8	0
Invermay	436	0	0	0	0	0.00	0	0
Ituna	919	5	1	0	6	0.65	4	0
Kamsack	2,106	19	1	0	20	0.95	2	0
Kelliher	430	1	0	0	1	0.23	0	0
Kelvington	1,109	2	4	0	6	0.54	7	0
Kenaston	596	2	0	0	2	0.34	0	0
Kennedy	333	0	0	0	0	0.00	0	0
Kenosee Lake	288	1	0	0	1	0.35	0	0
Kerrobert	1,243	9	1	0	10	0.80	2	0
Kinistino	652	7	0	0	7	1.07	0	0
Kipling	1,236	4	0	0	4	0.32	0	0
Kyle	749	3	0	0	3	0.40	0	0
La Loche	2,156	24	8	0	32	1.48	13	0
La Ronge	2,809	15	5	0	20	0.71	7	0
Lafleche	588	1	0	0	1	0.17	0	0
Laird	315	0	0	0	0	0.00	0	0
Lake Lenore	450	1	0	0	1	0.22	0	0
Lampman	875	5	0	0	5	0.57	0	0
Langenburg	1,321	4	2	0	6	0.45	2	0
Langham	1,338	11	0	0	11	0.82	0	0
Lanigan	1,443	15	1	0	16	1.11	1	0
Lashburn	1,106	7	0	0	7	0.63	0	0
Leader	1,091	2	0	0	2	0.18	0	0
Leask	614	5	0	0	5	0.81	0	0
Lemberg	309	2	0	0	2	0.65	0	0
Leoville	500	3	0	0	3	0.60	0	0
Leroy	580	1	0	0	1	0.17	0	0
Limerick	262	0	0	0	0	0.00	0	0
Lipton	399	1	1	0	2	0.50	1	0
Loon Lake	475	6	0	0	6	1.26	0	0
Lucky Lake	474	2	0	0	2	0.42	0	0
Lumsden	1,833	14	1	0	15	0.82	1	0
Luseland	766	4	0	0	4	0.52	0	0
Macklin	1,665	15	0	0	15	0.90	0	0
Maidstone	1,416	10	1	0	11	0.78	1	0
Mankota	365	1	0	0	1	0.27	0	0
Manor	400	1	1	0	2	0.50	1	0
Maple Creek	3,142	37	0	0	37	1.18	0	0
Marcelin	257	1	0	0	1	0.39	0	0
Marsden	372	2	0	0	2	0.54	0	0
Marshall	621	2	0	0	2	0.32	0	0
Maryfield	395	2	0	0	2	0.51	0	0
McLean	313	5	0	0	5	1.60	0	0
Meath Park	371	1	0	0	1	0.27	0	0
Medstead	308	1	0	0	1	0.32	0	0
Melfort	5,834	59	17	0	76	1.30	23	0
Melville	4,621	50	10	0	60	1.30	13	0
Meota	451	1	0	0	1	0.22	0	0
Midale	719	4	0	0	4	0.56	0	0
Middle Lake	443	1	0	0	1	0.23	0	0
Mildred	326	0	0	0	0	0.00	0	0
Milestone	686	5	2	0	7	1.02	3	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Montmartre	590	7	0	0	7	1.19	0	0
Moosomin	2,723	34	1	0	35	1.29	1	0
Morse	390	1	0	0	1	0.26	0	0
Mortlach	353	2	0	0	2	0.57	0	0
Mossbank	489	0	0	0	0	0.00	0	0
Muenster	538	1	0	0	1	0.19	0	0
Naicam	860	5	1	0	6	0.70	1	0
Neilburg	627	1	0	0	1	0.16	0	0
Neudorf	291	1	1	0	2	0.69	1	0
Nokomis	450	0	0	0	0	0.00	0	0
Norquay	808	1	1	0	2	0.25	1	0
Odessa	305	1	1	0	2	0.66	1	0
Ogema	503	2	0	0	2	0.40	0	0
Osler	1,372	5	0	0	5	0.36	0	0
Outlook	2,554	20	0	0	20	0.78	0	0
Oxbow	1,541	6	1	0	7	0.45	1	0
Pangman	297	1	0	0	1	0.34	0	0
Paradise Hill	791	6	1	0	7	0.88	2	0
Pelly	438	2	0	0	2	0.46	0	0
Pense	534	6	0	0	6	1.12	0	0
Perdue	483	0	0	0	0	0.00	0	0
Pierceland	974	8	0	0	8	0.82	0	0
Pilot Butte	1,798	9	0	0	9	0.50	0	0
Pinehouse	799	0	0	0	0	0.00	0	0
Ponteix	790	3	0	0	3	0.38	0	0
Porcupine Plain	1,369	8	0	0	8	0.58	0	0
Preeceville	1,383	2	2	0	4	0.29	2	0
Prud'Homme	306	1	0	0	1	0.33	0	0
Qu'Appelle	629	4	0	0	4	0.64	0	0
Quill Lake	763	1	0	0	1	0.13	0	0
Radisson	546	1	0	0	1	0.18	0	0
Radville	992	4	0	0	4	0.40	0	0
Raymore	689	5	0	0	5	0.73	0	0
Redvers	1,243	7	0	0	7	0.56	0	0
Regina Beach	988	6	3	0	9	0.91	5	0
Rocanville	1,188	4	0	0	4	0.34	0	0
Rockglen	506	1	0	0	1	0.20	0	0
Rose Valley	547	0	0	0	0	0.00	0	0
Rosetown	2,972	24	0	0	24	0.81	0	0
Rosthern	1,645	7	1	0	8	0.49	1	0
Rouleau	453	1	0	0	1	0.22	0	0
Saltcoats	770	2	0	0	2	0.26	0	0
Sandy Bay	473	1	2	0	3	0.63	2	0
Sedley	368	1	0	0	1	0.27	0	0
Semans	274	0	0	0	0	0.00	0	0
Shaunavon	2,276	7	1	0	8	0.35	1	0
Shell Lake	387	3	0	0	3	0.78	0	0
Shellbrook	1,558	13	0	0	13	0.83	0	0
Smeaton	269	0	0	0	0	0.00	0	0
Southey	997	7	0	0	7	0.70	0	0
Spalding	343	1	0	0	1	0.29	0	0
Spiritwood	1,357	9	0	0	9	0.66	0	0
Springside	628	2	0	0	2	0.32	0	0
Spy Hill	260	0	0	0	0	0.00	0	0
St Brieux	674	3	1	0	4	0.59	1	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics

Table 11.7

Urban Communities with a Population Between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
St Louis	538	3	0	0	3	0.56	0	0
St Walburg	1,040	4	0	0	4	0.38	0	0
Star City	677	4	0	0	4	0.59	0	0
Stockholm	428	0	0	0	0	0.00	0	0
Stoughton	672	7	1	0	8	1.19	1	0
Strasbourg	822	2	0	0	2	0.24	0	0
Sturgis	810	2	1	0	3	0.37	1	0
Theodore	505	3	1	0	4	0.79	1	0
Tisdale	3,819	38	7	0	45	1.18	8	0
Tompkins	253	3	0	0	3	1.19	0	0
Torquay	267	4	0	0	4	1.50	0	0
Turtleford	776	8	0	0	8	1.03	0	0
Unity	2,759	19	2	0	21	0.76	2	0
Vanguard	305	0	0	0	0	0.00	0	0
Vanscoy	623	4	0	0	4	0.64	0	0
Vibank	503	7	1	0	8	1.59	1	0
Vonda	404	0	0	0	0	0.00	0	0
Wadena	1,418	9	0	0	9	0.63	0	0
Wakaw	1,035	10	0	0	10	0.97	0	0
Waldeck	283	1	0	0	1	0.35	0	0
Waldheim	1,066	2	1	0	3	0.28	2	0
Wapella	470	2	0	0	2	0.43	0	0
Warman	5,977	26	2	0	28	0.47	2	0
Watrous	2,004	10	2	0	12	0.60	2	0
Watson	998	10	2	0	12	1.20	2	0
Wawota	694	4	0	0	4	0.58	0	0
White City	1,985	6	4	0	10	0.50	4	0
White Fox	596	1	0	0	1	0.17	0	0
Whitewood	1,155	9	1	0	10	0.87	2	0
Wilcox	332	2	0	0	2	0.60	0	0
Wilkie	1,459	7	0	0	7	0.48	0	0
Willow Bunch	401	1	0	0	1	0.25	0	0
Windthorst	300	2	0	0	2	0.67	0	0
Wolseley	1,030	3	1	0	4	0.39	1	0
Wynyard	1,883	13	1	0	14	0.74	2	0
Yellow Grass	481	2	0	0	2	0.42	0	0
Young	408	2	0	0	2	0.49	0	0
Zenon Park	265	0	0	0	0	0.00	0	0
Totals	237,225	1,380	177	0	1,557	0.66	255	0

Populations are based on Saskatchewan Health Services Plan statistics.

Summary of Urban Collisions

Communities under 250	23,730	86	4	0	90	0.38	6	0
Communities 250 to 5,000	237,255	1,380	177	0	1,557	0.66	255	0
Communities over 5,000	673,377	14,229	2,912	23	17,164	2.55	3,742	23
Total - All Communities	934,362	15,695	3,093	23	18,811	2.01	4,003	23

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
001 Argyle	108	4.48	10	0	0	10	2.23	9.26	0	0
002 Mount Pleasant	166	7.54	6	2	1	9	1.19	5.42	5	1
003 Enniskillen	169	7.25	6	0	0	6	0.83	3.55	0	0
004 Coalfields	162	6.87	3	4	1	8	1.16	4.94	7	1
005 Estevan	428	8.31	5	3	0	8	0.96	1.87	4	0
006 Cambria	158	3.87	2	2	0	4	1.03	2.53	4	0
007 Souris Valley	248	3.84	1	0	0	1	0.26	0.40	0	0
008 Lake Alma	237	3.22	1	1	0	2	0.62	0.84	2	0
009 Surprise Valley	21	2.32	1	0	0	1	0.43	4.76	0	0
010 Happy Valley	148	1.05	0	0	0	0	0.00	0.00	0	0
011 Hart Butte	66	7.01	3	1	1	5	0.71	7.58	2	1
012 Poplar Valley	277	3.10	2	0	0	2	0.64	0.72	0	0
017 Val Marie	461	5.04	0	0	0	0	0.00	0.00	0	0
018 Lone Tree	63	2.31	3	0	0	3	1.30	4.76	0	0
019 Frontier	127	4.07	3	1	0	4	0.98	3.15	1	0
031 Storthoaks	209	5.03	7	0	0	7	1.39	3.35	0	0
032 Reciprocity	130	10.62	7	0	0	7	0.66	5.38	0	0
033 Moose Creek	117	8.57	6	2	0	8	0.93	6.84	7	0
034 Browning	219	14.08	10	7	0	17	1.21	7.76	9	0
035 Benson	271	7.01	7	3	0	10	1.43	3.69	3	0
036 Cymri	166	14.46	10	4	0	14	0.97	8.43	5	0
037 Lomond	278	9.38	2	0	0	2	0.21	0.72	0	0
038 Laurier	131	5.70	8	1	0	9	1.58	6.87	1	0
039 The Gap	37	3.46	1	0	0	1	0.29	2.70	0	0
040 Bengough	73	6.13	2	0	0	2	0.33	2.74	0	0
042 Willow Bunch	294	5.65	6	1	0	7	1.24	2.38	1	0
043 Old Post	149	5.64	1	2	0	3	0.53	2.01	4	0
044 Waverley	171	4.29	6	1	0	7	1.63	4.09	1	0
045 Mankota	303	4.62	1	2	0	3	0.65	0.99	2	0
046 Glen McPherson	22	1.84	1	0	0	1	0.54	4.55	0	0
049 White Valley	200	11.57	5	2	0	7	0.60	3.50	5	0
051 Reno	182	5.52	3	0	0	3	0.54	1.65	0	0
061 Antler	199	8.21	15	1	0	16	1.95	8.04	1	0
063 Moose Mountain	211	7.32	7	0	0	7	0.96	3.32	0	0
064 Brock	251	9.07	19	4	1	24	2.65	9.56	6	1
065 Tecumseh	272	8.28	15	1	0	16	1.93	5.88	1	0
066 Griffin	237	9.82	7	2	0	9	0.92	3.80	2	0
067 Weyburn	385	8.80	6	2	0	8	0.91	2.08	2	0
068 Brokenshell	168	3.82	2	0	0	2	0.52	1.19	0	0
069 Norton	102	4.13	2	0	0	2	0.48	1.96	0	0
070 Key West	151	5.27	3	0	0	3	0.57	1.99	0	0
071 Excel	404	6.14	5	1	0	6	0.98	1.49	1	0
072 Lake of The Rivers	122	6.42	6	2	0	8	1.25	6.56	3	0
073 Stonehenge	204	5.99	2	1	0	3	0.50	1.47	2	0
074 Wood River	120	5.07	0	1	0	1	0.20	0.83	1	0
075 Pinto Creek	144	4.53	4	0	0	4	0.88	2.78	0	0
076 Auvergne	187	4.85	3	0	0	3	0.62	1.60	0	0
077 Wise Creek	204	2.85	2	1	0	3	1.05	1.47	1	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
078 Grassy Creek	91	3.78	6	0	0	6	1.59	6.59	0	0
079 Arlington	136	6.35	6	0	0	6	0.94	4.41	0	0
091 Maryfield	335	5.21	7	0	1	8	1.54	2.39	0	1
092 Walpole	380	6.37	5	1	0	6	0.94	1.58	1	0
093 Wawken	169	5.82	0	0	0	0	0.00	0.00	0	0
094 Hazelwood	111	7.67	11	2	0	13	1.69	11.71	2	0
095 Golden West	333	6.92	8	3	0	11	1.59	3.30	3	0
096 Fillmore	86	6.68	6	0	0	6	0.90	6.98	0	0
097 Wellington	195	4.06	1	1	0	2	0.49	1.03	1	0
098 Scott	84	4.96	1	0	0	1	0.20	1.19	0	0
099 Caledonia	142	4.02	1	0	0	1	0.25	0.70	0	0
100 Elmsthorpe	117	4.58	3	0	0	3	0.66	2.56	0	0
101 Terrell	191	3.83	3	1	0	4	1.05	2.09	3	0
102 Lake Johnston	67	3.32	2	1	0	3	0.90	4.48	1	0
103 Sutton	136	5.52	0	2	0	2	0.36	1.47	2	0
104 Gravelbourg	131	4.43	4	1	0	5	1.13	3.82	1	0
105 Glen Bain	248	3.33	1	0	0	1	0.30	0.40	0	0
106 Whiska Creek	236	3.87	3	0	0	3	0.77	1.27	0	0
107 Lac Pelletier	364	3.78	3	1	0	4	1.06	1.10	1	0
108 Bone Creek	144	5.59	4	2	0	6	1.07	4.17	2	0
109 Carmichael	465	5.38	8	1	0	9	1.67	1.94	3	0
110 Piapot	221	7.32	12	1	0	13	1.78	5.88	1	0
111 Maple Creek	398	10.89	13	2	0	15	1.38	3.77	5	0
121 Moosomin	190	6.29	9	1	0	10	1.59	5.26	2	0
122 Martin	136	7.36	11	2	1	14	1.90	10.29	2	1
123 Silverwood	339	7.24	6	1	0	7	0.97	2.06	1	0
124 Kingsley	171	9.33	3	3	0	6	0.64	3.51	3	0
125 Chester	187	6.63	5	2	0	7	1.06	3.74	3	0
126 Montmartre	229	8.46	6	1	0	7	0.83	3.06	1	0
127 Francis	315	7.90	6	2	0	8	1.01	2.54	2	0
128 Lajord	706	6.46	5	1	0	6	0.93	0.85	1	0
129 Bratt's Lake	123	6.38	6	0	1	7	1.10	5.69	0	1
130 Redburn	111	5.59	4	0	0	4	0.72	3.60	0	0
131 Baildon	185	6.17	7	1	0	8	1.30	4.32	1	0
132 Hillsborough	34	0.91	1	0	0	1	1.09	2.94	0	0
133 Rodgers	46	2.38	0	0	0	0	0.00	0.00	0	0
134 Shamrock	67	3.15	3	0	0	3	0.95	4.48	0	0
135 Lawtonia	116	3.89	3	0	0	3	0.77	2.59	0	0
136 Coulee	301	4.09	2	0	0	2	0.49	0.66	0	0
137 Swift Current	992	7.89	10	4	0	14	1.77	1.41	5	0
138 Webb	401	6.76	6	3	0	9	1.33	2.24	4	0
139 Gull Lake	70	3.92	5	1	0	6	1.53	8.57	1	0
141 Big Stick	64	3.59	1	0	0	1	0.28	1.56	0	0
142 Enterprise	79	6.73	1	4	0	5	0.74	6.33	6	0
151 Rocanville	263	6.85	10	2	0	12	1.75	4.56	2	0
152 Spy Hill	127	5.26	11	3	0	14	2.66	11.02	3	0
153 Willowdale	129	5.10	3	0	0	3	0.59	2.33	0	0
154 Elcapo	156	9.81	7	3	0	10	1.02	6.41	3	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
155 Wolseley	199	8.24	8	2	0	10	1.21	5.03	2	0
156 Indian Head	155	8.39	7	4	0	11	1.31	7.10	9	0
157 South Qu'Appelle	808	7.05	11	3	0	14	1.99	1.73	3	0
158 Edenwold	2,673	16.24	32	10	0	42	2.59	1.57	11	0
159 Sherwood	300	27.50	44	13	0	57	2.07	19.00	16	0
160 Pense	265	10.22	5	5	0	10	0.98	3.77	5	0
161 Moose Jaw	354	7.62	12	3	0	15	1.97	4.24	3	0
162 Caron	337	3.86	4	4	0	8	2.07	2.37	4	0
163 Wheatlands	117	3.59	1	0	0	1	0.28	0.85	0	0
164 Chaplin	47	2.56	2	0	0	2	0.78	4.26	0	0
165 Morse	183	8.87	4	1	0	5	0.56	2.73	1	0
166 Excelsior	733	9.14	10	0	0	10	1.09	1.36	0	0
167 Saskatchewan Landing	185	5.58	4	0	0	4	0.72	2.16	0	0
168 Riverside	411	10.33	9	0	0	9	0.87	2.19	0	0
169 Pittville	63	4.70	5	1	0	6	1.28	9.52	1	0
171 Fox Valley	102	4.79	2	1	0	3	0.63	2.94	1	0
181 Langenburg	566	7.74	6	2	1	9	1.16	1.59	5	1
183 Fertile Belt	306	9.98	16	4	0	20	2.00	6.54	5	0
184 Grayson	182	6.54	10	0	0	10	1.53	5.49	0	0
185 McLeod	495	7.81	6	2	0	8	1.02	1.62	2	0
186 Abernethy	151	6.73	11	0	1	12	1.78	7.95	1	1
187 North Qu'Appelle	172	7.80	10	2	1	13	1.67	7.56	5	1
189 Lumsden	738	14.28	26	6	0	32	2.24	4.34	7	0
190 Dufferin	163	6.60	11	3	0	14	2.12	8.59	5	0
191 Marquis	117	4.29	2	0	0	2	0.47	1.71	0	0
193 Eyebrow	90	4.44	1	2	0	3	0.68	3.33	3	0
194 Enfield	118	4.89	4	1	0	5	1.02	4.24	1	0
211 Churchbridge	235	7.15	3	0	0	3	0.42	1.28	0	0
213 Saltcoats	266	7.75	11	2	0	13	1.68	4.89	4	0
214 Cana	796	5.68	9	1	0	10	1.76	1.26	3	0
215 Stanley	196	6.91	4	1	0	5	0.72	2.55	1	0
216 Tullymet	250	3.72	2	0	0	2	0.54	0.80	0	0
217 Lipton	164	6.28	7	2	0	9	1.43	5.49	2	0
218 Cupar	214	7.91	6	2	1	9	1.14	4.21	2	1
219 Longlaketon	320	10.28	12	1	0	13	1.26	4.06	1	0
220 McKillop	337	6.76	11	2	0	13	1.92	3.86	3	0
221 Sarnia	231	7.25	5	0	0	5	0.69	2.16	0	0
222 Craik	82	6.16	3	1	0	4	0.65	4.88	2	0
223 Huron	49	3.18	1	2	0	3	0.94	6.12	2	0
224 Maple Bush	66	4.33	3	1	0	4	0.92	6.06	3	0
225 Canaan	40	3.24	2	0	0	2	0.62	5.00	0	0
226 Victory	146	4.62	6	1	0	7	1.52	4.79	1	0
228 Lacadena	317	9.26	5	2	0	7	0.76	2.21	3	0
229 Miry Creek	98	9.18	8	1	0	9	0.98	9.18	1	0
230 Clinworth	107	5.81	2	1	0	3	0.52	2.80	1	0
231 Happyland	168	7.78	5	2	0	7	0.90	4.17	2	0
232 Deer Forks	63	3.12	2	0	0	2	0.64	3.17	0	0
241 Calder	96	4.31	1	0	0	1	0.23	1.04	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
243 Wallace	415	7.61	4	2	0	6	0.79	1.45	3	0
244 Orkney	585	8.92	10	0	0	10	1.12	1.71	0	0
245 Garry	133	5.75	2	1	1	4	0.70	3.01	2	1
246 Ituna Bon Accord	126	5.46	7	0	0	7	1.28	5.56	0	0
247 Kellross	166	7.02	4	1	1	6	0.85	3.61	1	3
248 Touchwood	125	6.02	4	2	0	6	1.00	4.80	3	0
250 Last Mountain Valley	100	6.29	7	0	0	7	1.11	7.00	0	0
251 Big Arm	106	4.85	4	0	0	4	0.83	3.77	0	0
252 Arm River	102	6.32	3	0	0	3	0.47	2.94	0	0
253 Willner	71	5.09	3	1	0	4	0.79	5.63	1	0
254 Loreburn	133	5.14	1	0	0	1	0.19	0.75	0	0
255 Coteau	222	5.83	3	0	0	3	0.51	1.35	0	0
256 King George	73	3.16	1	1	0	2	0.63	2.74	1	0
257 Monet	134	7.68	3	1	0	4	0.52	2.99	4	0
259 Snipe Lake	206	7.96	4	0	0	4	0.50	1.94	0	0
260 Newcombe	115	5.33	1	0	0	1	0.19	0.87	0	0
261 Chesterfield	219	7.98	6	2	0	8	1.00	3.65	2	0
271 Cote	146	4.36	2	0	0	2	0.46	1.37	0	0
273 Sliding Hills	543	6.62	1	0	0	1	0.15	0.18	0	0
274 Good Lake	481	7.06	3	2	1	6	0.85	1.25	3	2
275 Insinger	147	6.09	1	1	0	2	0.33	1.36	1	0
276 Foam Lake	269	10.48	8	2	0	10	0.95	3.72	2	0
277 Emerald	438	6.90	1	1	0	2	0.29	0.46	1	0
279 Mount Hope	375	13.55	15	4	0	19	1.40	5.07	4	0
280 Wrexford	185	3.98	3	0	0	3	0.75	1.62	0	0
281 Wood Creek	252	3.89	5	0	0	5	1.29	1.98	0	0
282 McCraney	96	5.26	3	2	0	5	0.95	5.21	2	0
283 Rosedale	153	6.43	4	2	1	7	1.09	4.58	2	1
284 Rudy	181	5.53	3	4	0	7	1.27	3.87	6	0
285 Fertile Valley	173	5.66	5	0	0	5	0.88	2.89	0	0
286 Mildred	85	4.36	1	0	0	1	0.23	1.18	0	0
287 St. Andrews	214	7.87	4	0	0	4	0.51	1.87	0	0
288 Pleasant Valley	247	4.15	4	1	0	5	1.21	2.02	1	0
290 Kindersley	445	13.33	21	4	1	26	1.95	5.84	6	1
292 Milton	230	4.05	3	0	0	3	0.74	1.30	0	0
301 St. Philips	86	3.65	0	1	0	1	0.27	1.16	1	0
303 Keys	117	4.88	10	2	0	12	2.46	10.26	3	0
304 Buchanan	124	5.16	2	0	0	2	0.39	1.61	0	0
305 Inveay	637	5.67	9	1	0	10	1.76	1.57	1	0
307 Elfros	485	6.07	2	1	0	3	0.49	0.62	1	0
308 Big Quill	517	8.88	10	2	0	12	1.35	2.32	2	0
309 Prairie Rose	122	5.67	5	0	0	5	0.88	4.10	0	0
310 Osborne	358	10.77	13	1	0	14	1.30	3.91	1	0
312 Morris	153	8.43	13	1	0	14	1.66	9.15	1	0
313 Lost River	73	4.67	4	2	0	6	1.29	8.22	2	0
314 Dundurn	303	5.71	13	3	0	16	2.80	5.28	7	0
315 Montrose	241	5.76	2	0	0	2	0.35	0.83	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
316 Harris	190	5.00	5	0	0	5	1.00	2.63	0	0
317 Marriott	92	5.11	0	0	0	0	0.00	0.00	0	0
318 Mountain View	243	5.51	2	0	1	3	0.54	1.23	3	2
319 Winslow	103	6.87	7	0	0	7	1.02	6.80	0	0
320 Oakdale	83	8.70	7	1	0	8	0.92	9.64	2	0
321 Prairiedale	53	6.03	5	0	0	5	0.83	9.43	0	0
322 Antelope Park	145	3.41	4	1	0	5	1.47	3.45	1	0
331 Livingston	207	7.05	2	3	0	5	0.71	2.42	3	0
333 Clayton	248	8.90	8	1	0	9	1.01	3.63	2	0
334 Preeceville	314	10.02	8	2	0	10	1.00	3.18	2	0
335 Hazel Dell	616	7.21	5	0	0	5	0.69	0.81	0	0
336 Sasman	794	10.12	8	2	0	10	0.99	1.26	4	0
337 Lakeview	221	6.56	6	3	0	9	1.37	4.07	9	0
338 Lakeside	128	5.91	5	0	0	5	0.85	3.91	0	0
339 LeRoy	160	10.65	10	0	0	10	0.94	6.25	0	0
340 Wolverine	443	6.52	4	2	0	6	0.92	1.35	2	0
341 Viscount	370	6.57	6	2	0	8	1.22	2.16	4	0
342 Colonsay	93	4.01	2	1	0	3	0.75	3.23	1	0
343 Blucher	358	9.39	12	4	1	17	1.81	4.75	5	3
344 Corman Park	3,716	75.25	106	23	2	131	1.74	3.53	31	6
345 Vanscoy	1,254	15.09	31	4	0	35	2.32	2.79	7	0
346 Perdue	404	5.88	2	1	0	3	0.51	0.74	1	0
347 Biggar	208	7.07	9	0	0	9	1.27	4.33	0	0
349 Grandview	147	4.31	4	1	0	5	1.16	3.40	1	0
350 Mariposa	68	3.33	1	3	0	4	1.20	5.88	4	0
351 Progress	111	8.20	3	0	0	3	0.37	2.70	0	0
352 Heart's Hill	167	7.07	3	2	0	5	0.71	2.99	2	0
366 Kelvington	156	7.25	1	0	0	1	0.14	0.64	0	0
367 Ponass Lake	155	8.34	3	1	0	4	0.48	2.58	1	0
368 Spalding	167	9.21	7	1	0	8	0.87	4.79	1	0
369 St. Peter	253	10.97	8	1	0	9	0.82	3.56	1	0
370 Humboldt	306	8.78	14	1	0	15	1.71	4.90	1	0
371 Bayne	464	6.65	8	1	0	9	1.35	1.94	1	0
372 Grant	198	5.84	7	1	0	8	1.37	4.04	1	0
373 Aberdeen	254	7.78	4	5	0	9	1.16	3.54	5	0
376 Eagle Creek	291	5.58	2	0	0	2	0.36	0.69	0	0
377 Glenside	249	4.39	1	1	0	2	0.46	0.80	1	0
378 Rosemount	217	2.77	0	0	0	0	0.00	0.00	0	0
379 Reford	230	5.04	8	1	0	9	1.78	3.91	1	0
380 Tramping Lake	82	3.51	1	1	0	2	0.57	2.44	1	0
381 Grass Lake	373	6.21	2	0	0	2	0.32	0.54	0	0
382 Eye Hill	224	8.85	11	0	0	11	1.24	4.91	0	0
394 Hudson Bay	344	5.71	10	3	0	13	2.28	3.78	3	0
395 Porcupine	336	10.94	9	0	0	9	0.82	2.68	0	0
397 Barrier Valley	146	4.49	8	2	0	10	2.23	6.85	2	0
398 Pleasantdale	387	7.27	7	3	0	10	1.38	2.58	5	0
399 Lake Lenore	445	7.66	7	2	0	9	1.17	2.02	3	0
400 Three Lakes	153	8.54	10	0	0	10	1.17	6.54	0	0

Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
401 Hoodoo	509	9.39	6	1	0	7	0.75	1.38	1	0
402 Fish Creek	95	5.26	0	1	0	1	0.19	1.05	1	0
403 Rosthern	557	11.98	11	5	0	16	1.34	2.87	5	0
404 Laird	826	8.54	8	1	0	9	1.05	1.09	1	0
405 Great Bend	161	6.33	9	3	0	12	1.90	7.45	8	0
406 Mayfield	351	3.72	3	0	0	3	0.81	0.85	0	0
409 Buffalo	332	8.51	2	1	0	3	0.35	0.90	1	0
410 Round Valley	122	4.49	1	0	0	1	0.22	0.82	0	0
411 Senlac	91	3.95	4	1	0	5	1.27	5.49	1	0
426 Bjorkdale	346	9.51	4	2	1	7	0.74	2.02	3	1
427 Tisdale	452	9.97	9	2	0	11	1.10	2.43	2	0
428 Star City	323	10.84	5	6	0	11	1.01	3.41	6	0
429 Flett's Springs	300	9.57	4	3	0	7	0.73	2.33	5	0
430 Invergordon	99	5.88	6	1	0	7	1.19	7.07	2	0
431 St. Louis	978	8.07	10	2	0	12	1.49	1.23	4	0
434 Blaine Lake	100	5.23	9	3	0	12	2.30	12.00	3	0
435 Redberry	98	7.19	10	0	0	10	1.39	10.20	0	0
436 Douglas	111	5.80	3	0	0	3	0.52	2.70	0	0
437 North Battleford	250	5.96	9	1	0	10	1.68	4.00	1	0
438 Battle River	589	7.05	16	3	0	19	2.70	3.23	3	0
439 Cut Knife	215	7.72	9	1	0	10	1.29	4.65	1	0
440 Hillsdale	309	9.23	5	0	0	5	0.54	1.62	0	0
442 Manitou Lake	300	8.50	12	1	0	13	1.53	4.33	1	0
456 Arborfield	110	5.76	2	0	0	2	0.35	1.82	0	0
457 Connaught	576	5.80	3	1	0	4	0.69	0.69	1	0
458 Willow Creek	757	7.30	2	1	0	3	0.41	0.40	1	0
459 Kinistino	668	12.71	11	5	0	16	1.26	2.40	6	0
460 Birch Hills	268	6.87	4	3	0	7	1.02	2.61	3	0
461 Prince Albert	493	11.60	13	1	1	15	1.29	3.04	2	1
463 Duck Lake	744	5.34	8	1	0	9	1.68	1.21	2	0
464 Leask	215	12.31	8	3	0	11	0.89	5.12	6	0
466 Meeting Lake	281	5.61	5	0	0	5	0.89	1.78	0	0
467 Round Hill	262	4.96	6	0	1	7	1.41	2.67	0	1
468 Meota	181	6.47	5	0	1	6	0.93	3.31	0	1
469 Turtle River	162	8.74	10	1	0	11	1.26	6.79	1	0
470 Paynton	107	5.84	6	2	0	8	1.37	7.48	2	0
471 Eldon	295	18.78	16	1	0	17	0.91	5.76	1	0
472 Wilton	1,283	26.67	34	3	0	37	1.39	2.88	6	0
486 Moose Range	334	9.65	9	3	0	12	1.24	3.59	7	0
487 Nipawin	274	9.69	5	1	0	6	0.62	2.19	2	0
488 Torch River	683	13.09	15	2	0	17	1.30	2.49	3	0
490 Garden River	233	5.51	3	3	1	7	1.27	3.00	4	1
491 Buckland	987	11.03	31	4	0	35	3.17	3.55	8	0
493 Shellbrook	1,275	13.67	16	1	0	17	1.24	1.33	1	0
494 Canwood	576	20.35	28	4	0	32	1.57	5.56	6	0
496 Spiritwood	453	17.02	28	6	1	35	2.06	7.73	13	1
497 Medstead	198	6.27	12	0	0	12	1.91	6.06	0	0
498 Parkdale	451	8.25	15	3	0	18	2.18	3.99	3	0

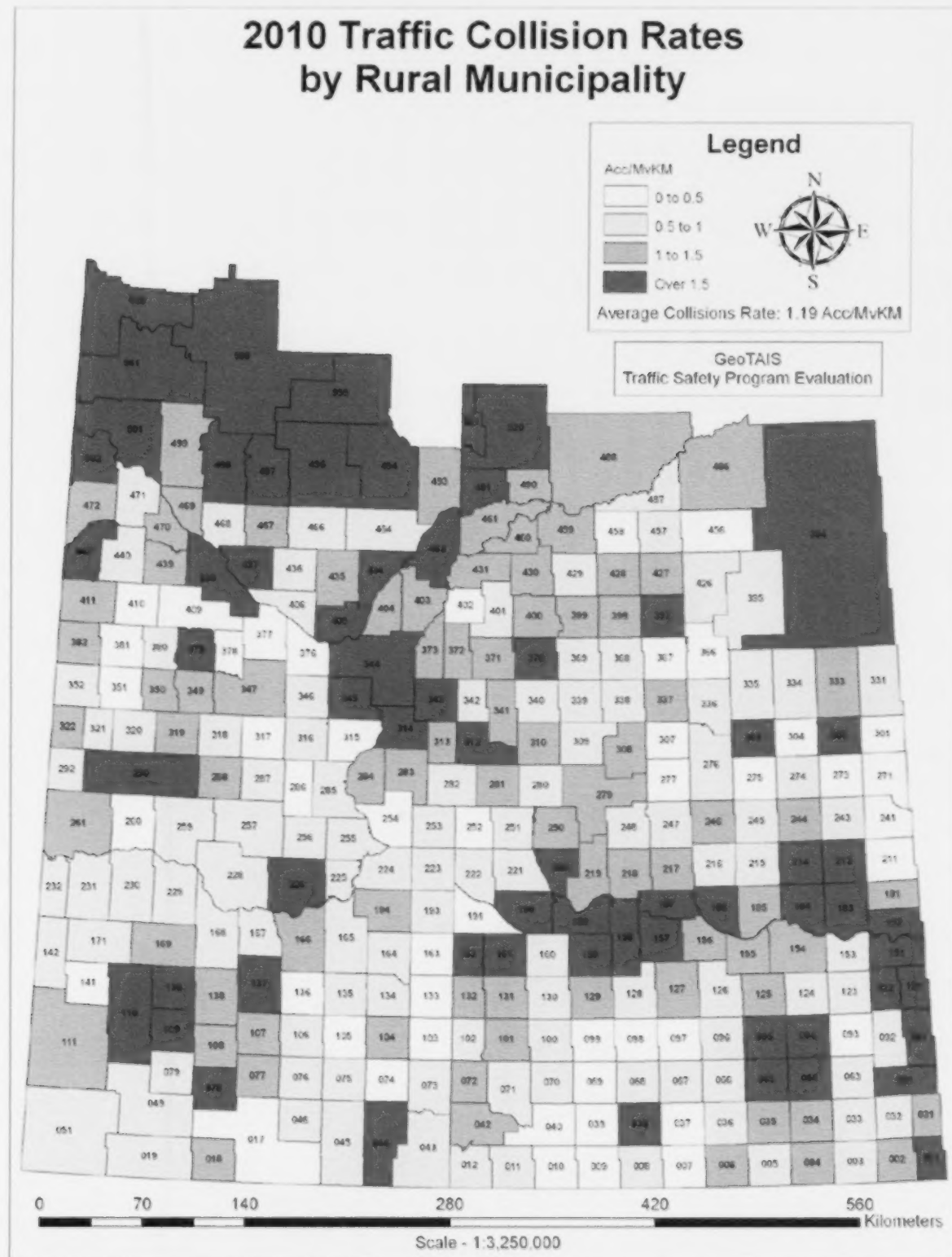
Traffic Collision Statistics – SECTION 11

2010 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
499 Mervin	697	22.39	22	1	0	23	1.03	3.30	1	0
501 Frenchman Butte	756	15.84	30	4	0	34	2.15	4.50	7	0
502 Britannia	904	24.09	39	10	0	49	2.03	5.42	10	0
520 Paddockwood	228	8.46	10	4	0	14	1.66	6.14	4	0
521 Lakeland	788	1.74	4	1	0	5	2.87	0.63	1	0
555 Big River	193	4.72	11	5	0	16	3.39	8.29	6	0
561 Loon Lake	220	8.78	19	1	0	20	2.28	9.09	3	0
588 Meadow Lake	1,077	20.46	39	5	0	44	2.15	4.09	7	0
622 Beaver River	347	8.38	13	4	0	17	2.03	4.90	6	0
Totals	85,603	2,170	2,104	449	26	2,579	1.19	3.01	617	36

Traffic Collision Statistics – SECTION 11



Other Provinces

Contents:

		Page
Figure	12.1 2009 Casualty Rates per Billion Vehicle Kilometres	123
Table	12.1 Total Collisions and Casualties in Canada	123
	12.2 1999 - 2009/2010 Seatbelt Use in Canada by Province/Territory	123
	12.3 List of Provincial Contacts	124

Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 was a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasized a range of initiatives that focused on road users, roadways and motor vehicles. The goals of RSV 2010 were to:

- raise public awareness of road safety issues
- improve communication, co-operation and collaboration among safety agencies
- enhance enforcement measures
- improve national collision data quality and collection

The national target for RSV 2010 called for a decrease of 30% in the average number of road users killed or seriously injured during the years 2008-2010 compared to 1996-2001.

A number of sub-targets were also established to help achieve this 30% decrease in casualties. They included an increase in the proper use of seatbelts and child restraint systems. Sub-targets were also established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed-and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provided a road map for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions committed to the objectives of RSV 2010 and worked on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) was set up and maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or visiting their website at www.tc.gc.ca/roadsafety.

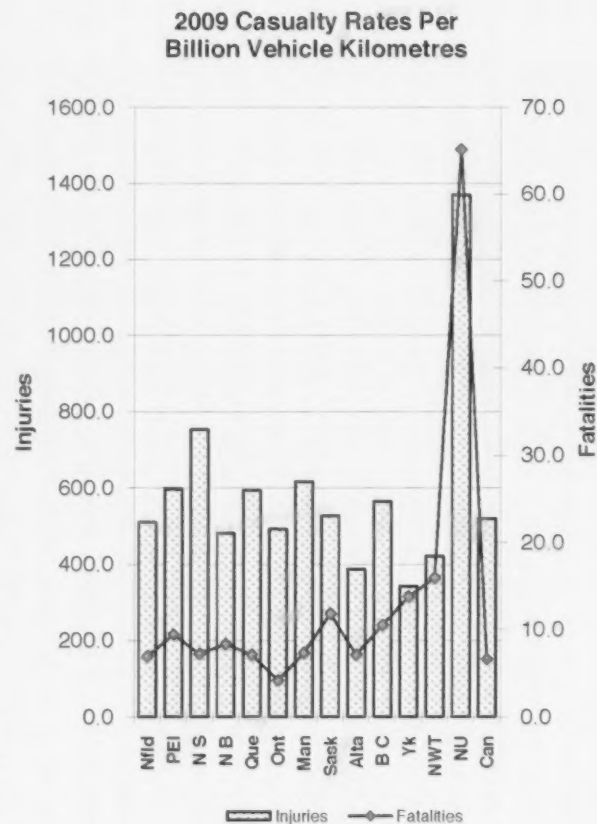
Other Provinces – SECTION 12

Table 12.1

Collisions and Casualties in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	145,130	2,884	199,994
2007	141,094	2,761	192,762
2008	129,816	2,419	176,433
2009	125,203	2,209	172,883
2010	Not Available		

Figure 12.1



1999 - 2009/2010 Seatbelt Use in Canada by Province/Territory (% of All Occupants Wearing Seatbelts in Light-Duty Vehicles*)

Table 12.2

Province	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007	2009/ 2010
Newfoundland	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5	93.1
Prince Edward Island	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9	89.7
Nova Scotia	86.6	86.5	88	90.5	89.4	88.7	91.0	92.2	90.1
New Brunswick	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5	94.8
Quebec	93	91.4	89.0	91.2	93.3	90.9	91.1	93.0	96.0
Ontario	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8	96.0
Manitoba	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1	93.8
Saskatchewan	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5	96.8
Alberta	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9	92.0
British Columbia	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8	96.9
Yukon	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9	78.1
Northwest Territories	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0	84.9
Nunavut	NA	NA	13.4	22.9	21.8	NA	NA	NA	NA
Canada	90.1	90.1	89.9	85.0	87.4	90.5	90.8	92.5	95.3

*Light-duty vehicles include passenger cars, passenger vans and light trucks

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas over a two-year period.

Other Provinces – SECTION 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

Paula Manning Maintenance Div., Dept. of Transportation and Works Govt. of Newfoundland and Labrador 6th Fl., Confederation Bldg West St. John's, Newfoundland A1B 4J6 Phone: 709-729-5358 Fax: 709-729-6934 Email: ManningP@gov.nl.ca	Paul J. Smith Road Safety Engineer Transportation & Public Works 4th Fl., Johnson Bldg, 1672 Granville St. Halifax, Nova Scotia B3J 2N2 Phone: 902-424-3134 Fax: 902-424-0571 Email: smithpj@gov.ns.ca
Cathy O'Shea Maintenance and Traffic Branch Dept. of Transportation P.O. Box 6000, King's Place 2nd Floor Fredricton, New Brunswick E3B 5H1 Phone: 506-453-2213 Fax: 506-457-7278 Email: Cathy.O'SHEA@gnb.ca	Audrey Mayhew Highway Safety and Information Technology Dept. of Transp. & Public Works P.O. Box 2000 Charlotteown, Prince Edward Island C1A 7N8 Phone: 902-368-5214 Fax: 902-368-6269 Email: ammayhew@gov.pe.ca
Fernand Pichette Societe de l'assurance automobile du Quebec 333 boul. Jean-Lesage, N.6.4 Quebec, Quebec G1K 8J6 Phone: 418-528-4074 Fax: 418-646-1003 Email: fernand.pichette@saaq.gouv.qc.ca	Cristina Ilas Ministry of Transportation Bldg A, Rm 212, 1201 Wilson Ave. Downsview, Ontario M3M 1J8 Phone: 416-235-3407 Fax: 416-235-3633 Email: Cristina.Ilas@ontario.ca
Darlene Romani Senior Research Analyst Driver and Vehicle Licensing 1075 Portage Ave., Box 6300 Winnipeg, Manitoba R3C 4A4 Phone: 204-985-1877 Fax: 204-954-5397 Email: dromani@mpi.mb.ca	Kathryn Harris Traffic Safety Program Evaluation, SGI, Auto Fund Div. P.O. Box 1580 Regina, Saskatchewan S4P 3C4 Phone: 306-751-1341 Fax: 306-352-3154 Email: kharris@sgi.sk.ca
Liz Owens Alberta Transp. Safety Branch Main Floor, Twin Atria Building 4999 - 98th Ave. Edmonton, Alberta T6B 2X3 Phone: 780-427-6775 Fax: 780-422-3682 Email: liz.owens@gov.ab.ca	Wayne Meckle Analysis and Evaluation Specialist Insurance Corporation of British Columbia 910 Government St. Victoria, British Columbia V8W 3Y8 Phone: 250-414-7925 Fax: 250-978-8025 Email: wayne.meckle@icbc.com
Kelley Merilees-Keppel Manager, Driver and Vehicle Licensing Programs 4510 Franklin Ave., P.O. Box 1320 Yellowknife, Northwest Territories X1A 2L9 Phone: 867-920-8915 Fax: 867-873-0288 Email: kelley_merilees-keppel@gov.nt.ca	Sherilyn Gattie Yukon Community and Transportation Ser. P.O. Box 2703 Whitehorse, Yukon Y1A 2C6 Phone: 867-667-8217 Fax: 867-393-6220 Email: sgattie@gov.yk.ca
Aline Chouinard Chief, Evaluation & Data Systems Transport Canada - Road Safety, ASFCC 330 Sparks St., Tower 'C' Ottawa, Ontario K1A 0N5 Phone: 613-998-1941 Fax: 613-990-2912 Email: mcculb@tc.gc.ca	Rosie Nullayok Community Government and Transportation Government of Nunavut P.O. Box 207, (NCC Building) Gjoa Haven, Nunavut XOB 1J0 Phone: 867-360-461 Fax: 867-360-4619 Email: rnullayok@gov.nu.ca

Appendix

Contents:

	Page
A 1.1 Collision History on Provincial Highways	126
A 1.2 Collision History on Urban Streets	127
A 1.3 Collision History on Rural Roads	128
A 1.4 Collision History on Other Roads	129
A 1.5 Collision History on Rural and Other Roads Combined	130
A 1.6 Collision History on All Provincial Roads	131
A 1.7 Collision History Rates – All Provincial Roads	132
A 2 Fatal Collision Locations on Rural Provincial Highways	133
A 3 Saskatchewan Motor Vehicle Accident Report Form	134
A 4.1 Saskatchewan MVA Report Form Template – Front	135
A 4.2 Saskatchewan MVA Report Form Template – Back	136

Appendix – A1.1

Collision History on Provincial Highways *

Year	Collisions				Victims			Collision Rates			
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	4,564	1,132	93	5,789	1,961	116	2,077	6,295	0.92	1.48	0.18
1989	4,821	1,080	80	5,981	1,962	106	2,068	6,242	0.96	1.28	0.17
1990	5,117	1,086	73	6,276	1,929	84	2,013	6,296	1.00	1.16	0.17
1991	5,571	957	83	6,611	1,689	98	1,787	6,264	1.06	1.32	0.15
1992	5,647	1,051	66	6,764	1,948	78	2,026	6,447	1.05	1.02	0.16
1993	4,337	1,045	72	5,454	1,842	85	1,927	6,692	0.82	1.08	0.16
1994	4,463	1,102	75	5,640	1,905	90	1,995	6,777	0.83	1.11	0.16
1995	4,776	1,166	71	6,013	2,037	87	2,124	7,080	0.85	1.00	0.16
1996	3,699	1,109	63	4,871	1,861	87	1,948	7,141	0.68	0.88	0.16
1997	3,369	1,210	69	4,648	2,057	97	2,154	7,232	0.64	0.95	0.17
1998	2,988	980	71	4,039	1,735	88	1,823	7,481	0.54	0.95	0.13
1999	3,096	1,123	88	4,307	1,946	109	2,055	7,481	0.58	1.18	0.15
2000	3,064	1,061	75	4,200	1,805	86	1,891	7,544	0.56	0.99	0.14
2001	4,064	1,053	68	5,185	1,698	85	1,783	7,341	0.71	0.93	0.14
2002	3,033	1,062	68	4,163	1,713	79	1,792	7,265	0.57	0.94	0.15
2003	3,138	1,051	75	4,264	1,732	83	1,815	7,559	0.56	0.99	0.14
2004	3,889	1,208	64	5,161	1,954	82	2,036	7,547	0.68	0.85	0.16
2005	3,933	1,120	79	5,132	1,747	95	1,842	7,902	0.65	1.00	0.14
2006	4,468	1,203	77	5,748	1,864	86	1,950	7,559	0.76	1.02	0.16
2007	4,579	1,090	71	5,740	1,660	84	1,744	8,338	0.69	0.85	0.13
2008	5,015	1,223	78	6,316	1,902	99	2,001	8,648	0.73	0.90	0.14
2009	5,676	1,167	80	6,923	1,817	97	1,914	8,523	0.81	0.94	0.14
2010	5,815	1,109	84	7,008	1,766	96	1,862	8,932	0.78	0.94	0.12

* Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on Urban Streets*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,374	3,497	25	22,896	4,671	27	4,698
1990	18,351	3,354	13	21,718	4,387	16	4,403
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,010	3,567	21	20,598	4,789	21	4,810
2001	15,549	3,068	18	18,635	4,056	18	4,074
2002	13,478	3,279	17	16,774	4,343	18	4,361
2003	10,206	3,607	18	13,831	4,722	20	4,742
2004	10,209	3,495	16	13,720	4,555	17	4,572
2005	10,754	3,396	23	14,173	4,408	24	4,432
2006	11,721	3,218	14	14,953	4,199	16	4,215
2007	14,027	3,303	20	17,350	4,295	21	4,316
2008	15,428	3,239	20	18,687	4,166	23	4,189
2009	16,727	3,156	15	19,898	4,019	17	4,036
2010	15,296	3,028	23	18,347	3,900	23	3,923

* Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix – A1.3

Collision History on Rural Roads*

Year	Collisions				Victims			Collision Rates			
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	3,300	875	33	4,208	1,433	43	1,476	1,998	2.08	1.50	0.43
1989	3,324	823	49	4,196	1,282	50	1,332	1,903	2.17	2.52	0.43
1990	3,340	758	39	4,137	1,161	42	1,203	1,886	2.15	2.07	0.39
1991	3,301	741	35	4,077	1,141	39	1,180	1,886	2.12	1.80	0.39
1992	3,611	673	28	4,312	1,039	32	1,071	1,932	2.18	1.40	0.34
1993	2,455	663	26	3,144	1,061	30	1,091	1,974	1.55	1.32	0.33
1994	2,576	649	28	3,253	1,055	30	1,085	1,982	1.60	1.36	0.32
1995	2,665	630	29	3,324	1,006	32	1,038	1,997	1.60	1.40	0.30
1996	2,201	585	18	2,804	899	21	920	1,920	1.41	0.94	0.29
1997	2,161	761	33	2,955	1,199	38	1,237	2,018	1.42	1.59	0.37
1998	1,812	583	35	2,430	912	38	950	2,035	1.15	1.72	0.28
1999	1,823	624	30	2,477	960	42	1,002	2,035	1.18	1.43	0.30
2000	1,821	624	31	2,476	954	34	988	2,176	1.11	1.33	0.28
2001	2,439	634	42	3,115	970	45	1,015	2,179	1.41	1.93	0.28
2002	1,668	604	31	2,303	978	33	1,011	2,159	1.45	1.34	0.27
2003	1,610	646	35	2,291	989	37	1,026	2,178	2.10	1.56	0.29
2004	1,672	543	22	2,237	818	24	842	2,194	0.76	1.00	0.25
2005	1,649	474	23	2,146	662	24	686	2,195	0.75	1.05	0.22
2006	1,783	496	25	2,304	748	26	774	2,178	0.82	1.15	0.23
2007	1,975	497	25	2,497	684	28	712	2,184	0.90	1.14	0.23
2008	2,013	500	21	2,534	715	21	736	2,160	0.93	0.97	0.23
2009	2,368	552	30	2,950	788	35	823	2,145	1.10	1.40	0.26
2010	2,104	449	26	2,579	617	36	653	2,170	0.96959	1.20	0.21

* Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix – A1.4

Collision History on Other Roads*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	345	140	8	493	257	8	265
1992	332	139	8	479	281	8	289
1993	241	123	8	372	216	10	226
1994	253	122	7	382	198	7	205
1995	245	87	11	343	170	13	183
1996	219	104	6	329	181	6	187
1997	261	133	8	402	222	9	231
1998	246	111	4	361	208	4	212
1999	231	137	8	376	233	12	245
2000	263	146	10	419	248	10	258
2001	330	117	12	459	180	19	199
2002	246	138	7	391	226	7	233
2003	225	129	8	362	217	8	225
2004	223	111	3	337	160	3	163
2005	236	119	4	359	195	4	199
2006	212	103	8	323	189	8	197
2007	262	99	9	370	161	9	170
2008	357	152	14	523	261	14	275
2009	376	140	4	520	222	4	226
2010	368	118	11	497	187	11	198

* Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix – A1.5

Collision History on Rural and Other Roads Combined*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	3,659	988	42	4,689	988	2,030	3,018
1989	3,686	943	57	4,686	943	2,046	2,989
1990	3,699	870	51	4,620	870	2,041	2,911
1991	3,646	881	43	4,570	881	2,034	2,915
1992	3,943	812	36	4,791	812	2,028	2,840
1993	2,696	786	34	3,516	786	2,027	2,813
1994	2,829	771	35	3,635	771	2,029	2,800
1995	2,910	717	40	3,667	717	2,035	2,752
1996	2,420	689	24	3,133	689	2,020	2,709
1997	2,422	894	41	3,357	894	2,038	2,932
1998	2,058	694	39	2,791	694	2,037	2,731
1999	2,054	761	38	2,853	761	2,037	2,798
2000	2,084	770	41	2,895	770	2,041	2,811
2001	2,769	751	54	3,574	751	2,055	2,806
2002	1,914	742	38	2,694	742	2,040	2,782
2003	1,835	775	43	2,653	775	2,046	2,821
2004	1,895	654	25	2,574	654	2,029	2,683
2005	1,885	593	27	2,505	593	2,032	2,625
2006	1,995	599	33	2,627	599	2,039	2,638
2007	2,237	596	34	2,867	596	2,041	2,637
2008	2,370	652	35	3,057	652	2,043	2,695
2009	2,744	692	34	3,470	692	2,043	2,735
2010	2,472	567	37	3,076	567	2,047	2,614

* Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Collision History on All Provincial Roads*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,881	5,520	162	33,563	8,139	192	8,331
1990	27,167	5,310	137	32,614	7,670	154	7,824
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,352	5,444	137	27,933	7,861	151	8,012
2001	22,633	4,912	140	27,685	6,965	167	7,132
2002	18,780	5,117	123	24,020	7,312	137	7,449
2003	15,557	5,453	136	21,146	7,683	148	7,831
2004	16,475	5,403	105	21,983	7,544	126	7,670
2005	17,250	5,184	129	22,563	7,108	147	7,255
2006	18,578	5,074	124	23,776	7,075	136	7,211
2007	21,079	5,021	126	26,226	6,847	143	6,990
2008	23,122	5,144	133	28,399	7,080	157	7,237
2009	25,431	5,045	129	30,605	6,882	153	7,035
2010	23,910	4,743	145	28,798	6,518	167	6,685

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The current TAIS system only contains data back to 1988.

Appendix – A1.7

Collision History Rates – All Provincial Roads*

Year	Registered Vehicles**	Licensed Drivers	Sask. Pop.	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'd Vehicles	C/100 Lic'd Drivers	C/100 Pop.		C/100 Reg'd Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,447	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,581	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	3.33	3.60	2.41	5,240	0.73	0.79	0.53
2003	731,891	668,572	994,732	2.89	3.16	2.13	5,589	0.76	0.84	0.56
2004	740,554	669,852	994,898	2.97	3.28	2.21	5,508	0.74	0.82	0.55
2005	750,640	674,870	990,044	3.01	3.34	2.28	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	3.12	3.51	2.41	5,198	0.68	0.77	0.53
2007	785,341	688,841	996,869	3.34	3.81	2.63	5,147	0.66	0.75	0.52
2008	820,405	712,434	1,013,620	3.46	3.99	2.80	5,277	0.64	0.74	0.52
2009	841,022	716,258	1,029,124	3.64	4.27	2.97	5,174	0.62	0.72	0.50
2010	848,341	721,809	1,049,701	3.39	3.99	2.74	4,888	0.58	0.68	0.47

* Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

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** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (type 50-61).

Fatal Collision Locations On Rural Provincial Highways (2008-2010)

Legend

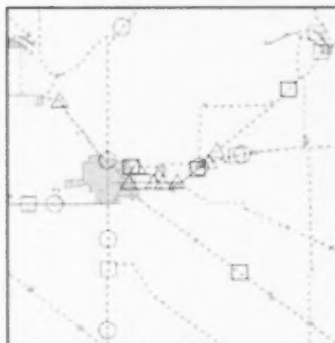
- 2010 - 96 killed in 84 Collisions
- 2009 - 97 killed in 80 Collisions
- △ 2008 - 99 killed in 78 Collisions
- Highways

Note: Fatal collisions on streets, rural municipal and other roads during the same period are not shown

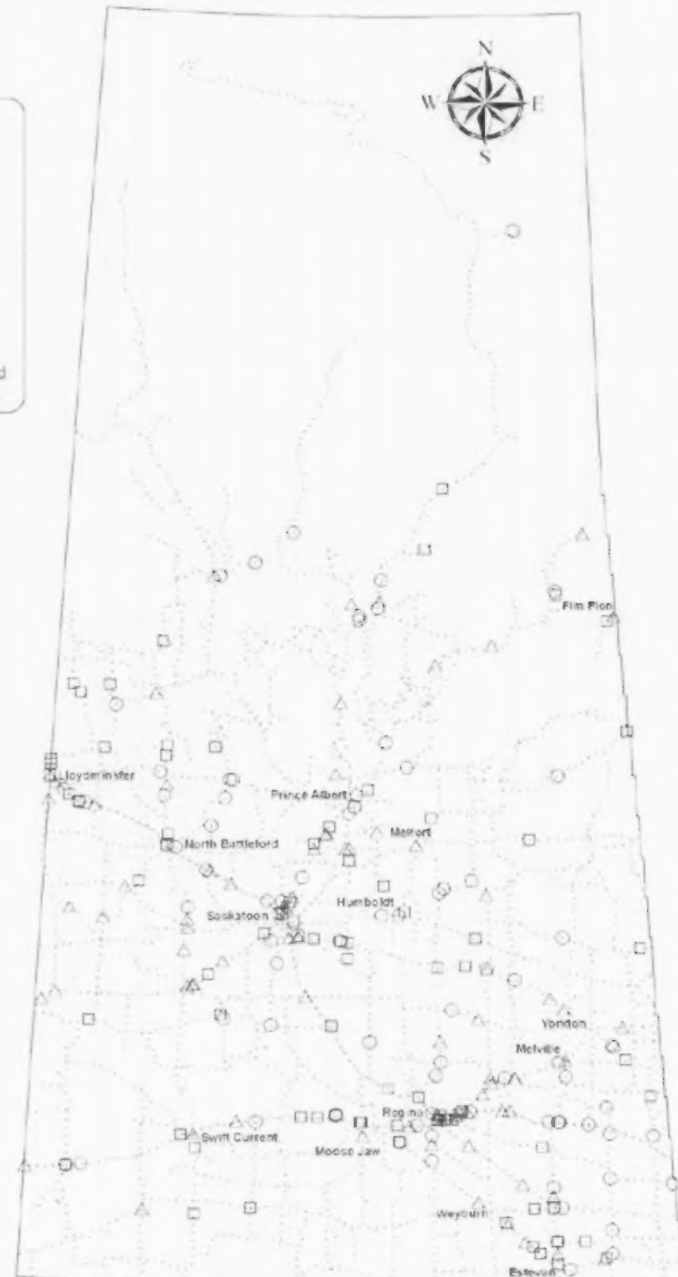
Saskatoon Area



Regina Area



GeoTAIS
Traffic Safety Program Evaluation



0 70,000 140,000 280,000 420,000 560,000 Meters

Scale - 1:5,500,000

Appendix – A3 Sask. Motor Vehicle Accident (MVA) Report Form

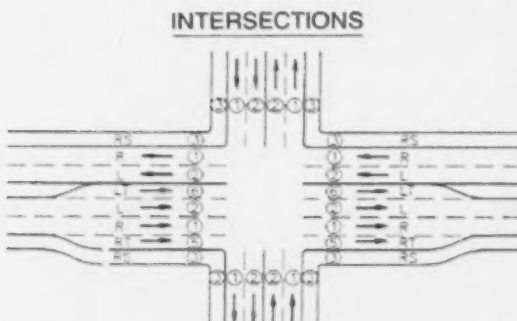
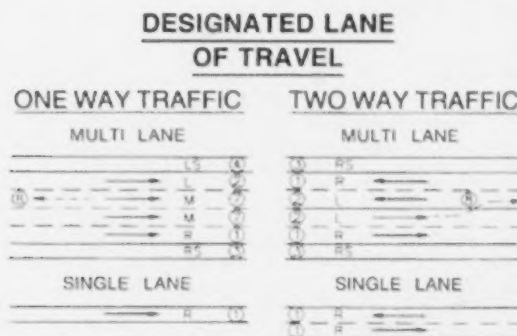
SGM		MOTOR VEHICLE ACCIDENT REPORT FORM		1570106	
GENERAL		ACCIDENT CASE NO. 1570106		REPORT TYPE 1. ORIGINAL 2. CONTINUATION 3. ASSIGNMENT	
LOCATION		ORIGINAL ACCIDENT CASE NO.		REPORT STATUS 1. COMPLETE 2. RECORD FILED AND OPEN 3. INCOMPLETE, OTHER	
DATE OF ACCIDENT YEAR MONTH DAY		TIME (24 HOURS) HRS. MIN.		NUMBER OF VEHICLES INVOLVED	
POLICE JURISDICTION		NAME		CHARGE OF OTHER PROPERTY	
ROAD AUTHORITY		ADDRESS		PHONE	
URBAN MUNICIPALITY		STREET		URBAN LOCATION	
PROVINCIAL HIGHWAYS		HIGHWAY SECTION		HIGHWAY LOCATION	
RURAL MUNICIPALITIES		RURAL LOCATION		RURAL LOCATION	
OTHER ROAD AUTHORITIES		LOCATION DESCRIPTION		LATITUDE GPS READING	
DRIVER		DRIVER LICENSE NO.		CLASS	
VEHICLE		VEHICLE MAKE		VEHICLE MODEL	
TAILOR		TAILOR MAKE		TAILOR MODEL	
ACCIDENT		ACCIDENT CONFIGURATION		MULTI VEHICLE	
DESCRIPTION OF ACCIDENT		SINGLE VEHICLE		MULTI VEHICLE	
REPORT COMPLETED BY OFFICER NAME AND RANK (PLEASE PRINT)		ENFORCEMENT AGENCY		OFFICER BY AND DATE SUBMITTED	

Appendix – A4.1 Sask. MVA Report Form Template Front

LIGHTING			
Natural		Artificial	
1. Daylight	2. Dark	3. No Lighting	4. Lighting On
Weather Conditions		Other	
1. Clear	2. Rain	3. Fog / Smoke / Snow	4. Other
Road Surface Condition		Other	
1. Dry	2. Wet	3. Ice / Snow	4. Other
Road Conditions		Other	
1. Normal / Good	2. Poor / Bad	3. Other	4. Other
Accident Site		Other	
1. Intersection	2. Non-Intersection	3. Other	4. Other
Road Character		Other	
1. Urban	2. Suburban	3. Rural	4. Other
Roadway Alignment		Other	
1. Straight	2. Curved	3. Other	4. Other
Traffic Control		Other	
1. No Control	2. Signal	3. Stop Sign	4. Other
Vehicle Description		Other	
1. Car	2. Truck	3. Motorcycle	4. Other
Type of Driver		Other	
1. Driver	2. Passenger	3. Other	4. Other
Dangerous Goods Class		Other	
1. Class 1	2. Class 2	3. Class 3	4. Other
Dangerous Goods Spill		Other	
1. Spill	2. No Spill	3. Other	4. Other
Vehicle Damage		Other	
1. No Damage	2. Minor Damage	3. Major Damage	4. Other
Pedestrian Action		Other	
1. No Action	2. Action	3. Other	4. Other
Vehicle Condition		Other	
1. Good	2. Poor	3. Other	4. Other
Special Notes		Other	
1. Note	2. Note	3. Note	4. Note

Appendix – A4.2 Sask. MVA Report Form

Template Back



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MA	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stalling
40	24 Hour Suspension
99	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one "x" at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, a hit and run, an out-of-province or unregistered vehicle, an impaired driver (by alcohol or drugs) and collisions where a motor vehicle must be towed from the scene.
Motor Vehicle Collision Captured By Claims	An incident that has not been reported by police that involves one or more motor vehicles in transport, and results in personal injury or a minimum of \$5,000 in property damage, not including damage to cargo.
Incident	Any set of motor vehicle events, not under human control, that includes at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or, in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	A vehicle that is "in motion or being operated" on a roadway; this includes harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-roadway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.
Urban Streets	Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway. Street: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is

Glossary

	maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made. Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.
Provincial Highways	Any rural/urban highway, provincial road, community access or service road, or other highway as described below. Rural/Urban Highway: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions). Provincial Roads (900 series highways): Any public highway with a highway number greater than 900. Community Access, Service Road/Other: Roads built and maintained by Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.
Rural Roads	Any designated grid, municipal or other road as defined below. Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09). Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).
Other Roads	Any location not identified under urban, highway or rural road locations. First Nations Grid or Municipal Road: Any public road within a First Nations boundary, other than a provincial highway, serving as an access or internal road for a First Nation Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations. Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc. Not Known: This code is intended for use only when a general location is definitely not known.
Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are not recorded on TAIS.

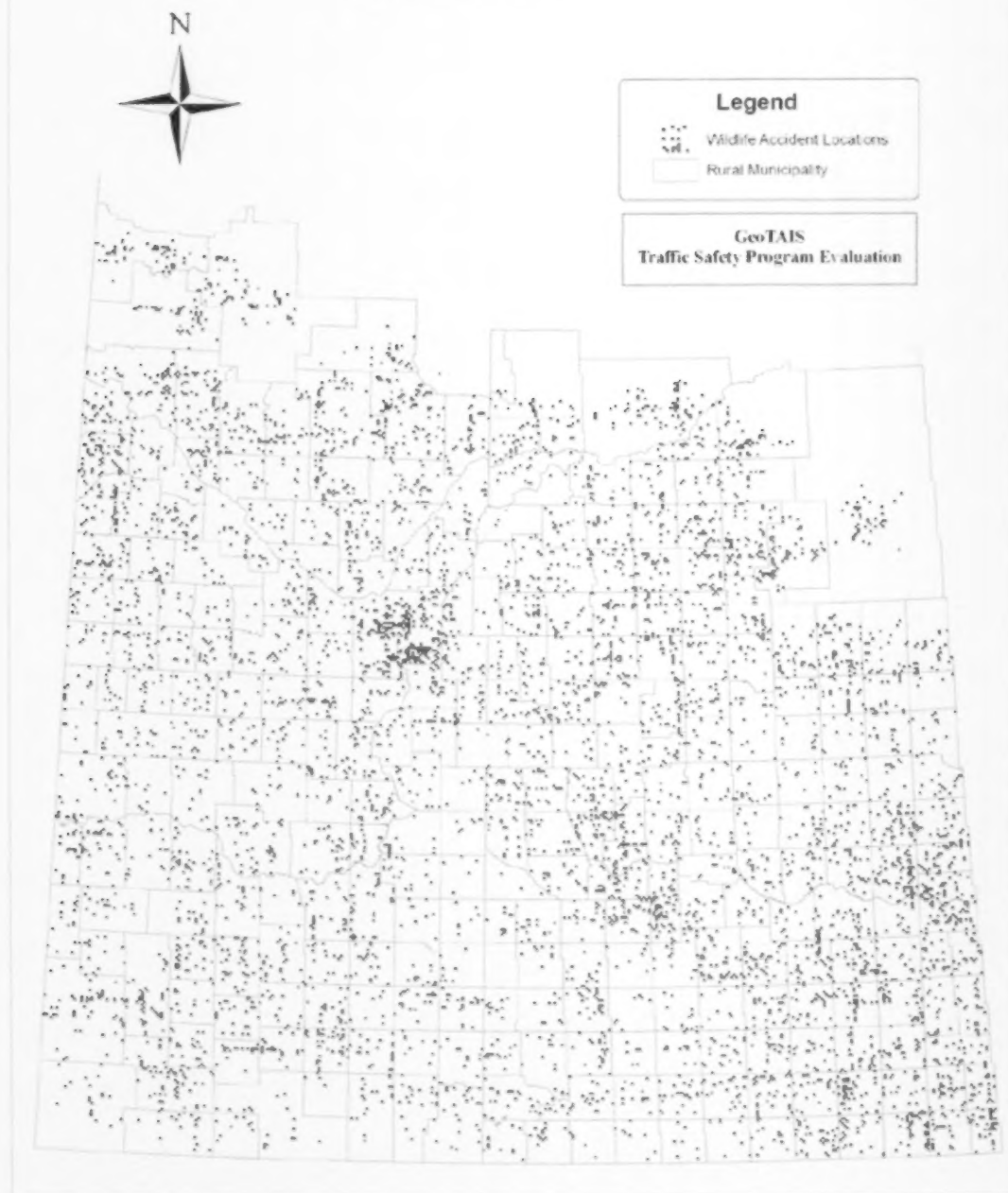
Property Damage Only Collisions	A police attended motor vehicle collision with no personal injuries or deaths. Or A collision damage claim that was not reported to police with over \$5,000 in total damages and no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the number of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when personal injuries are sustained, police attend the accident or a property damage claim is above \$5,000, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of December 2010. Since TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

Rural Wildlife Accident Locations in Saskatchewan



Wildlife Collisions

Where there are roads in Saskatchewan, there are wildlife accidents. The above map shows the dispersion of rural wildlife accident locations in the last 10 years. The number of wildlife related collisions has been growing at a steady rate since 2003. The costs associated with this growing problem are tremendous. In 2010, wildlife related claims costs totaled nearly 48 million dollars. A multi-agency committee with representatives from SGI, Ministry of Environment, Ministry of Highways and Infrastructure, Saskatchewan Wildlife Federation and the Highway Traffic Board was put together to research solutions to mitigate collisions with wildlife and recommend effective, costs beneficial solutions.



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Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
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P.O. Box 1580
Regina, SK S4P 3C4

Phone: 306-775-6668
Fax: 306-775-6222
Email: bdenham@sgi.sk.ca
Website: www.sgi.sk.ca
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